



**City of Bellevue
Development Services Department
Land Use Staff Report**

Proposal Name: **Factoria Recycling and Transfer Station**

Proposal Address: 13800 SE 32nd Street

Proposal Description: Application for Conditional Use Permit and Critical Areas Land Use Permit Approval to remove the existing Transfer Station and construct a new Transfer Station and recycling areas, with associated facilities. Ancillary improvements to parking and landscaping will occur with this application. Project will impact existing wetlands on site, mitigation will be required.

File Number: **12-110986-LB, Conditional Use Permit
12-110987-LO, Critical Areas Land Use Permit**

Applicant: King County Solid Waste Division

Decisions Included: Conditional Use Permit, a LUC Process I decision and Critical Area Land Use Permit, a LUC Process II decision.

Planner: Elizabeth Stead, Planning Manager, 425.452.2725

**Threshold Determination:
State Environmental Policy Act
(SEPA):** **Mitigated Determination of Non-Significance Issued
March 8, 2012, by King County.**

Director's Decision: **Approval with Conditions**
Michael A. Brennan, Director
Development Services Department

By: Carol V. Helland
Carol V. Helland, Land Use Director

Application Dates:	April 9, 2012
Public Notice (500 feet):	August 23, 2012
Public Meeting:	September 6, 2012
Completeness Date:	May 7, 2012
Bulletin Publication Date:	November 21, 2012
Critical Areas Land Use Permit Appeal Deadline:	December 5, 2012
Process III Hearing Date:	December 13, 2012

For information on how to appeal a proposal, visit Development Services at City Hall or call (425) 452-4570. Appeal of the Process II decision must be made by 5:00 p.m. on the date noted for appeal of the decision.

Development Services Department ■ 425-452-4570 ■ Hearing Impaired: dial 711
450 110th Avenue NE, Bellevue, WA 98004

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I. Request and Review Process

A. REQUEST

The applicant is requesting approval of a Conditional Use Permit and a Critical Areas Land Use Permit to remove the existing Factoria Transfer Station and construct a new solid waste processing, recycling and transfer facility. The proposed Factoria Recycling and Transfer Station (FRTS) will be one of eight existing transfer stations owned and operated by the King County Department of Natural Resources and Parks, Solid Waste Division (KCSWD).

The improvements include construction of a transfer station with 70,751 gross square feet, an administration building with 4,600 gross square feet, a hazardous household waste facility with 4,800 gross square feet and 13 parking stalls. Included in the FRTS review is a new on-site maintenance shop and equipment storage area within the transfer station enclosure, and a new on-site fueling facility located on the north side of the site. Remodel of the existing scale house is included in this project review. The review of the FRTS also includes a request to disturb critical areas and buffers on site.

The proposed development is defined as an Essential Public Facility (EPF). RCW (Revised Code of Washington) 36.70A.200 classifies a solid waste handling facility as an essential public facility which the LUC formally accepts per LUC 20.50.018, Definitions. As an EPF, solid waste handling facilities, such as the FRTS, may be allowed in a critical area, critical area buffer or critical area structure setback. Applications for EPF's must still include analysis of critical area to be disturbed along with necessary mitigation for such encroachments. In addition, the applicant is allowed to request additional structure height needed to accommodate effective functioning of the EPF components. The applicant has provided analysis for any structure height modifications with this proposal. Refer to discussion in Section VII.B regarding Essential Public Facilities.

The use of this transportation facility within the Light Industry (LI) district was originally allowed in King County when permits were approved in 1964. The current Land Use Code requires a Conditional Use Permit to locate this use in the LI district. Although development of an essential public facility is allowed per LUC 20.25H.055, a Critical Areas Land Use Permit (LUC 20.25H.230) is still required to modify critical slopes and required structure setbacks. The City's procedures and criteria for any decision to develop, disturb or otherwise modify a critical area or critical area setback are contained in the Land Use Code Section 20.30P.

Critical Areas Request

The applicant is requesting Critical Areas Land Use Permit approval to permanently disturb a combined 0.45 acres of wetland critical area, 0.15 acres of wetland critical area buffer, multiple steep slope critical areas and their buffers and structure setbacks; and areas considered as habitat associated with species of local importance. The site also contains a Type F (fish-bearing) stream with a 50-foot buffer, which will be the receiving area for a portion of the required mitigation and restoration.

Land Use Code (LUC) 20.25H.095 contains the definition of wetland critical areas and establishes the required wetland critical area buffers and structure setbacks to be applied to wetlands depending on their functional categorization.

LUC 20.25H.120 contains the definition of geologic hazard critical areas and establishes a 50-foot top-of-slope critical area buffer and a 75-foot toe-of-slope structure setback.

LUC 20.25H.150 defines habitat associated with species of local importance and establishes that no buffer is applied, unless there is a naturally occurring pond that is not a stream, wetland or shoreline.

The proposal to construct a solid waste recycling and transfer station on the properties is characterized as a “new or expanded essential public facility,” which is an allowed use within critical areas and critical area buffers provided the applicant can demonstrate compliance with specific performance standards related to the siting of the use and the critical areas affected. The performance standards include:

LUC 20.25H.055.C.2 – Performance standards for new or expanded uses or development.

LUC 20.25H.080.A – Performance standards for stream critical areas.

LUC 20.25H.100 – Performance standards for wetland critical areas.

LUC 20.25H.125 – Performance standards for geologic hazard critical areas.

LUC 20.25H.160 – Performance standards for habitat associated with species of local importance.

The critical area regulations specify type, location and mitigation ratio standards that must be satisfied. The applicant is proposing to mitigate through a combination on-site, in-kind mitigation, on-site, out-of-kind; off-site, out-of-kind and through implementation of stormwater management best management practices. In order to request such a deviation from the standards, a critical areas report is required meeting the standards of LUC 20.25H.230. The critical areas report is intended to provide flexibility for sites where the expected critical areas functions and values are not present due to degraded conditions, or where a deviation from the standards is proposed and the applicant can demonstrate a net gain in functions and values.

Project Phasing

Construction of the Factoria RTS would commence in early 2014 and be completed with facilities operational in 2016. A key goal for the Factoria RTS project is to maintain operation of the existing transfer station during construction of the new facility. As a result, the existing facility will remain in place and construction will occur in phases to minimize disruption to facility operations. The Factoria RTS will be constructed in four separate phases, as described below.

Phase 1:

- Remove and salvage or recycle existing warehouse buildings.
- Begin clear and grade activities and prepare the site for construction.

Phase 2:

- Bring up the grade on the northwest side of the site.
- Construct the container-chassis maneuvering and parking areas, and retaining walls along the access drive and along the west side of the property.
- Construct the internal drive aisles.
- Begin construction of the FRTS from the west.
- Construct administration building.

Phase 3:

- Remove and recycle or salvage existing transfer facility.
- Install retaining walls on the south and east sides of site, lower site grades.

Phase 4:

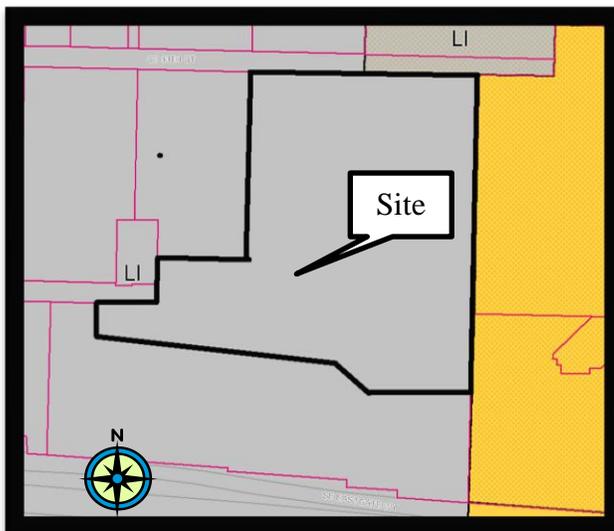
- Remove temporary shoring wall.
- Construct HHW facility and the canopy over the drive area.
- Install fueling facility.
- Open entire campus.

B. Review Process

This proposal will involve a combined review and approval of a Conditional Use Permit and a Critical Areas Land Use Permit. The Conditional Use Permit is a Process I quasi-judicial decision made by the Hearing Examiner. The Critical Areas Land Use Permit is a Process II administrative decision made by the Director of Development Services. Appeals of the Process I administrative decision are heard and decided by the City Council, appeals of the Process II administrative decision are heard and decided by the Hearing Examiner. SEPA review of the entire transfer station project was performed by King County. Refer to Section VI of this report regarding SEPA review.

II. SITE CONTEXT AND DESCRIPTION

A. SITE CONTEXT



The existing FRTS is located at the end of SE 32nd Street, with access provided directly from SE 32nd Street. To the east of the site are steep slopes and a riparian corridor on the adjacent Sunset North Corporate Campus. The northern portion of the site extends to SE 30th Street, access is currently not provided to the site from SE 30th, but with this application will be provided.

The site is constrained by steep topography, wetlands, streams, and a large utility corridor easement occupied by British Petroleum (BP), Olympic Pipeline, and Puget Sound Energy (PSE). KCSWD has operated this

transfer station at this location since 1964.

The FRTS is an industrial use located in an industrial district. The LI zoned site is located within the Richards Valley Subarea. The site is bordered to the north by a PSE substation and pole yard, and warehouses and other industrial uses. To the south it is bordered by property owned by the KCSWD, this land is undeveloped and used for various temporary uses and parking. The east side of the site is bordered by the Sunset Corporate Campus traversed by adjacent streams and steep slopes. The west side of the site is directly adjacent to a multi-tenant commercial building owned by Venture V, LLC. This property will be minimally impacted by the revision to the FRTS. Some of the parking located on the FRTS parcel that was being used by the Venture building will be eliminated with this project. Refer to Section IV of this report for further discussion of this issue.

Site vicinity and zoning maps are provided in Attachment A.

B. SITE DESCRIPTION



The site is 15.6 acres, including the incorporation of property assumed through a Boundary Line Adjustment already completed at the south property line. The property contains two warehouse buildings which will be removed to accommodate the FRTS. Site topography consists of a series of slopes and man-made terraces that descend to the northwest, with approximately 100 feet of elevation change across the site. Critical areas exist on this site as identified by the Critical Areas Report prepared by HDR Engineering, Inc. dated September, 2012. In its report, HDR identified wetland critical areas and buffers,

multiple steep slope critical areas and their buffers and structure setbacks; and areas considered as habitat associated with species of local importance.

The proposed transfer station will generally be hidden from view at the north elevation by a retaining wall and dense vegetation. The south elevation will be visible to drivers on Interstate-90. This view will predominantly consist of the administration building with dense tree planting in front of the building. The Transportation Department will require full street frontage improvements along SE 30th Street, including storm drainage, curb and gutter, 6 foot wide sidewalks, and street lighting. See Section V.C for additional transportation improvements and comments.

The site contains multiple critical areas and critical area buffers. The following table summarizes the various critical areas and critical area buffers present on the site:

Critical Area	Type or Category	Size	Critical Area Buffer	Critical Area Structure Setback
Stream				
0263	Type F		50 feet	50 feet
Wetlands				
2	Category IV	0.38 acres	40 feet	None
3	Category III	0.96 acres	110 feet	15 feet
4	Category III	0.06 acres	60 feet	15 feet
A	Category IV	0.01 acres	N/A	None
C	Category IV	0.04 acres	N/A	None
Geologic Hazards				
	Steep slopes	3.01 acres	50 feet from top-of-slope	75 feet from bottom-of-slope
Habitat Associated with Species of Local Importance				
	Terrestrial – second-growth	11 acres	None	None

	forest			
	Aquatic – Stream 0263		See stream buffer	See stream structure setback

C. CRITICAL AREAS FUNCTIONS AND VALUES

Wetlands

Wetlands provide important functions and values for both the human and biological environment—these functions include flood control, water quality improvement, and nutrient production. These “functions and values” to both the environment and the citizens of Bellevue depend on their size and location within a basin, as well as their diversity and quality. While Bellevue’s wetlands provide various beneficial functions, not all wetlands perform all functions equally well. However, the combined effect of functional processes of wetlands within basins provides benefits to both natural and human environments. For example, wetlands provide significant stormwater control, even if they are degraded and comprise only a small percentage of area within a basin.

Geologic Hazard Areas

Geologic hazards pose a threat to the health and safety of citizens when commercial, residential, or industrial development is inappropriately sited in areas of significant hazard. Some geologic hazards can be reduced or mitigated by engineering, design, or modified construction practices. When technology cannot reduce risks to acceptable levels, building in geologically hazardous areas is best avoided.

Steep slopes may serve several other functions and possess other values for the City and its residents. Several of Bellevue’s remaining large blocks of forest are located in steep slope areas, providing habitat for a variety of wildlife species and important linkages between habitat areas in the City. These steep slope areas also act as conduits for groundwater, which drains from hillsides to provide a water source for the City’s wetlands and stream systems. Vegetated steep slopes also provide a visual amenity in the City, providing a “green” backdrop for urbanized areas enhancing property values and buffering urban development.

Streams and Riparian Areas

Most of the elements necessary for a healthy aquatic environment rely on processes sustained by dynamic interaction between the stream and the adjacent riparian area. Riparian vegetation in floodplains and along stream banks provides a buffer to help mitigate the impacts of urbanization. Riparian areas support healthy stream conditions.

Riparian vegetation, particularly forested riparian areas, affect water temperature by providing shade to reduce solar exposure and regulate high ambient air temperatures, slowing or preventing increases in water temperature.

Upland and wetland riparian areas retain sediments, nutrients, pesticides, pathogens, and other pollutants that may be present in runoff, protecting water quality in streams. The roots of riparian plants also hold soil and prevent erosion and sedimentation that may affect spawning success or other behaviors, such as feeding.

Both upland and wetland riparian areas reduce the effects of flood flows. Riparian areas and wetlands reduce and desynchronize peak crests and flow rates of floods. Upland and wetland areas can infiltrate floodflows, which in turn, are released to the stream as

baseflow.

Stream riparian areas, or buffers, can be a significant factor in determining the quality of wildlife habitat. For example, buffers comprised of native vegetation with multi- canopy structure, snags, and down logs provide habitat for the greatest range of wildlife species. Vegetated riparian areas also provide a source of large woody debris that helps create and maintain diverse in-stream habitat, as well as create woody debris jams that store sediments and moderate flood velocities.

Sparsely vegetated or vegetated buffers with non-native species may not perform the needed functions of stream buffers. In cases where the buffer is not well vegetated, it is necessary to either increase the buffer width or require that the standard buffer width be restored or revegetated. Until the newly planted buffer is established the near term goals for buffer functions may not be attained.

Riparian areas often have shallow groundwater tables, as well as areas where groundwater and surface waters interact. Groundwater flows out of riparian wetlands, seeps, and springs to support stream baseflows. Surface water that flows into riparian areas during floods or as direct precipitation infiltrates into groundwater in riparian areas and is stored for later discharge to the stream.

Habitat Associated with Species of Local Importance

Urbanization, the increase in human settlement density and associated intensification of land use, has a profound and lasting effect on the natural environment and wildlife habitat, is a major cause of native species local extinctions, and is likely to become the primary cause of extinctions in the coming century. Cities are typically located along rivers, on coastlines, or near large bodies of water. The associated floodplains and riparian systems make up a relatively small percentage of land cover in the western United States, yet they provide habitat for rich wildlife communities, which in turn provide a source for urban habitat patches or reserves. Consequently, urban areas can support rich wildlife communities. In fact, species richness peaks for some groups, including songbirds, at an intermediate level of development. Protected wild areas alone cannot be depended on to conserve wildlife species. Impacts from catastrophic events, environmental changes, and evolutionary processes (genetic drift, inbreeding, colonization) can be magnified when a taxonomic group or unit is confined to a specific area, and no one area or group of areas is likely to support the biological processes necessary to maintain biodiversity over a range of geographic scales. As well, typological approaches to taxonomy or the use of indicators present the risk that evolutionary potential will be lost when depending on reserves for preservation. Urban habitat is a vital link in the process of wildlife conservation in the U.S.

III. CONSISTENCY WITH LAND USE CODE/ZONING REQUIREMENTS

A. GENERAL PROVISIONS OF THE LAND USE CODE

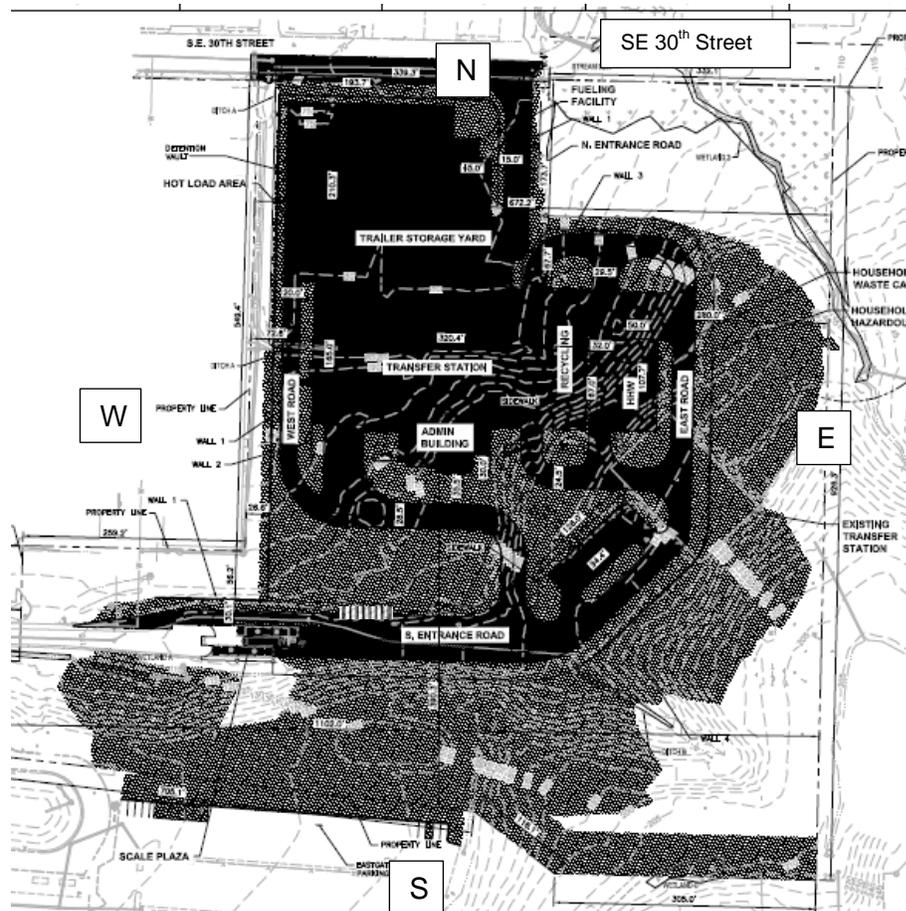
1. Proposed Use

The proposed structure will replace the existing transfer station with a new solid waste processing, recycling, and transfer facility. The existing facility was constructed in the 1960's and does not presently meet several service needs including room for collecting recyclable materials, minimum roof clearance needed by modern, larger garbage collection vehicles, and the ability to compact waste. There is a demonstrated need in King County planning documents to do a major

overhaul of the County's aging transfer system infrastructure to serve demand created in Bellevue and immediate surrounding area. KCSWD desires to add a new enclosed solid waste transfer building, add recyclable collection and processing areas for items such as yard waste, wood, appliances and scrap metal. In addition, a pre-load solid waste compactor will be provided on site to allow a greater amount of garbage to be loaded in to container transfer vehicles, thereby decreasing the number of required truck trips to and from the station. More efficient household hazardous waste collections facilities will be added, and an increase in the number of parking stalls to 13 stalls to accommodate staff and visitors to the site. This use is permitted through a Conditional Use Permit. The other required land use approval is a Critical Areas Land Use Permit.

2. Proposed Site Design

Figure 1 – Site Plan



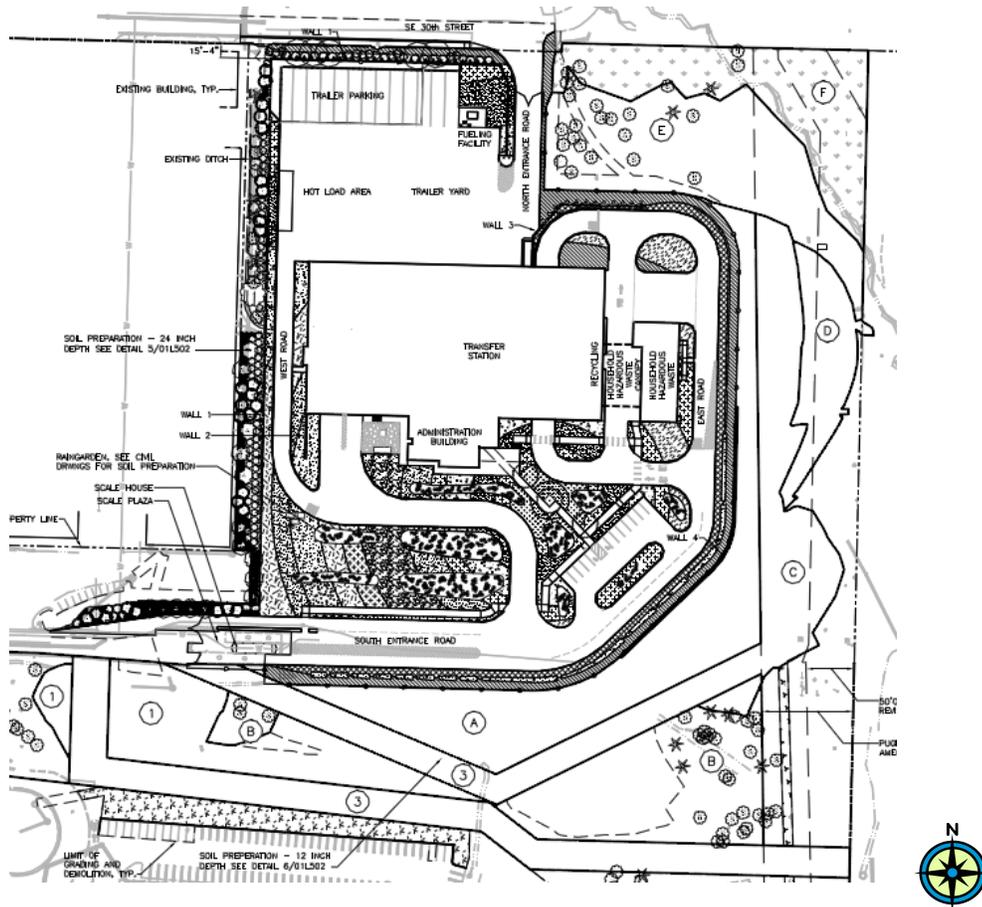
As described in Section II above, the FRTS site lies in the Richards Valley subarea of Bellevue. The location of the proposed transfer station is centrally located within the site. The new household hazardous waste (HHW) building would be located on the east side of the new transfer building, and the proposed container chassis storage yard would be in the northwest corner. The administrative building would be on the south side of the new transfer building. The existing customer entrance, scale plaza, and access roads will remain in their current location near the south property

line. The buildings and site activities will be screened with existing and proposed vegetation on the steep slopes, which includes many mature trees.

Circulation:

Vehicular: The site is currently accessed from the SE 32nd Street by all customers and the facility transfer haulers. With this application, it is proposed to have facility transfer haulers use the new SE 30th Street entrance for both ingress and egress from the facility. All other customers will continue to use the existing SE 32nd Street entrance for ingress and egress from the FRTS. The updated facility site layout will separate facility transfer hauler trips from the commercial and self-hauler trips to increase efficiency and safety on site. There are two existing inbound weight scales and two existing outbound weight scales that will remain with this application. The two scales will allow for the separation of commercial users and residential/business users at the entry.

Pedestrian: Improved public sidewalks will be provided on SE 30th Street, the existing sidewalk will be widened to six feet along the entire length of the roadway. Pedestrian access will be provided through the site from the parking area at the southeast corner to the administration building, back to the scale house, and linking the various buildings on site. Sidewalks will be provided across the access roads for the transfer station and the administrative building.



Landscaping Design:

The project will be extensively landscaped. The landscape design addresses the code requirements for landscaping, including the requirements for tree retention at the interior of the site. All proposed plantings for the site are more than 50% native and require less than half the allotted water budget for the site. No fertilizers, herbicides, or other chemical controls are part of the landscape concept; however, if needed in future any controls would be in accordance with the City of Bellevue's "Environmental Best Management Practices". In addition, invasive species removal, reforestation and wetland restoration are primary components of the landscape concept.

The Land Use Code requires that all significant trees in the required perimeter landscape area be retained. The applicant is requesting an Alternative Tree Retention Option for this requirement. All significant trees in the Perimeter Landscaping Area will be retained except for 11 trees (6 cottonwoods, 4 alders, and 1 madrona) which are located in a proposed utility corridor. Removal of these trees will be offset by the extensive forest restoration, invasive species removal and tree plantings proposed for the site. A planting plan with new trees throughout the reconfigured site and around the new building has been proposed. Refer to landscape requirements in Section III.B.1 of this report.

This proposal provides for 1,364 diameter inches of existing trees out of a total of 6,459 diameter inches of existing trees in the site interior to be retained, exceeding the 15% that is required to be retained by the LUC. A planting plan with new trees throughout the reconfigured site and around the new transfer station has been proposed. Refer to landscape requirements in Section III.4 of this report.

Ten feet of Type II landscaping is proposed along the street frontage at SE 30th Street per code requirements. The code additionally requires eight feet of Type III landscaping at the interior property lines. Due to planting restrictions in the Olympic Pipeline easement, the PSE easement and the relocated utility lines along interior property lines to the east and south, an Alternative Landscape Option is being requested.

The FRTS has complied with and exceeded the Landscape standards for parking plantings. The LUC requires 227.5 square feet of Type V landscaping per parking stall within parking areas. The FRTS is required to provide 2,958 square feet of landscaping for the 13 stalls requested with this proposal. The project is proposing to provide 4,702 square feet of Type V landscaping at the parking area which exceeds code requirements.

Public Art

In 1973 King County adopted legislation creating the 1 percent for Art Program. The program requires that 1 percent of funds from capital construction projects be set aside for public artwork. The artwork for the FRTS that has been chosen abstractly ties into a recycling theme and will be installed on the interior face of a retaining wall, Wall 4, at the southeast corner of the site. The artwork will consist of an array of fabricated stainless steel wheels installed at various angles onto the face of the wall.

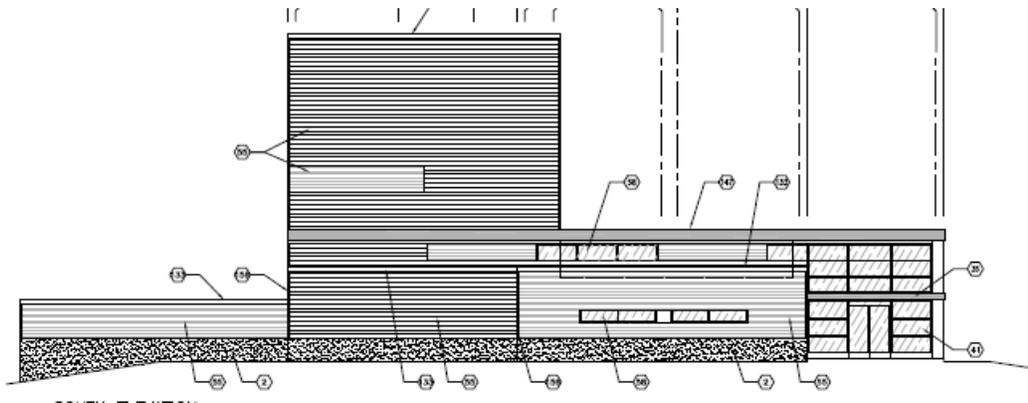
Critical Area Landscaping: The project will include dense wood plantings in stream and wetland buffers on the undeveloped portions of the south, east and north to screen and buffer the adjacent critical areas and critical area buffers.

3. Proposed Building Design

The FRTS site has a unique natural setting bounded by a steep slope forested with deciduous and coniferous trees. The intent of the design is to create a presence that is representative of a robust northwest style. The proposed FRTS design choices take cues from natural hues of browns and grays and, with the natural treescape of the surrounding slopes to create a subtle and complementary appearance. A dark charcoal gray will be used to highlight and contrast the façade features, including main steel columns, secondary framing, as well as window framing. Color accents suggest wood tones of fir or cedar that add vitality to the color scheme.

In addition to the gray color, both primary and secondary steel structural framing project from the wall plane providing fine shadow lines that create a layer of texture and detail, design character typically lacking in a flat surface. Overall, the sides of the building will integrate two contrasting metal panels with tinted translucent wall panels for a visually interesting composition.

Elevation – South Façade
Administration Building



Walls typically at the lower portions of the structures will be concrete, providing not only durability but a sense of strength and lasting quality to the structure. Precast concrete walls, necessary for operation functionality on the interior side will double as exterior surfaces and will be set back behind the exterior columns. At the north side of the building where the understory load out presents additional height to the Transfer Station, the cast-in-place concrete structure will be designed as a "base" to the building and will have reveal patterns and pilasters.

The HHW area will have a "porte-cochere" style drive through drop-off area with a high clearance canopy for weather protection. The canopy will have exposed steel framing and will float above the adjacent lower HHW structure to the east. Architectural elements intentionally frame the Visitor entry for quick visual

identification. The pedestrian lobby entry to the public visitor functions will be functional and inviting. At the entry door, paving may incorporate site rock and recycled concrete from demolished structures with a pattern extruding into the lobby floor.

The project will seek certification from the Leadership in Energy and Environmental Design (LEED) program. The level of certification has not been specified to date.

Roof Design:

The roof design for the structure is a low slope, contemporary in style. The slope angles up toward the south for capturing rain water at the north edge of the roof and piping to a subterranean cistern for reuse as wash down water on the tipping floor. Photovoltaic panels on the roof will be an asset to promote the inherent sustainable strategies of the project to the community.

Overall the white roof color will be visible, but compatible with other white roofs in the area. Roof top equipment will be limited to eight exhaust fans located clear of the roof edge, painted to match the roof color, and not visible from grade. The roof overhangs at the building south elevation express the roof slope and help to diffuse direct summer sun on high wall glazing. See Section IX for related condition.

Lighting:

Exterior building lights will project downward to minimize off site spillover or glare. LED luminaires are proposed throughout the site and are consistent with LEED guidelines and will exceed the industry standard criteria for light pollution reduction. See Section IX for related condition.





Trailer Bays and back
of Transfer Station

North West Elevation



Egress for Self-
Haul

North East Elevation

B. LAND USE CODE REQUIREMENTS & PROPOSAL

As conditioned, the proposed project meets all dimensional requirements of the Land Use Code for the LI zoning district. Refer to Table 1 below for more information.

**TABLE 1
 REQUIRED DIMENSIONS/AREAS of the R-15 ZONE**

ITEM	PERMITTED/REQUIRED	PROPOSED
BUILDING HEIGHT (LUC 20.20.010,20.20.350)	45 feet	50.6 feet ⁽¹⁾
ITEM	PERMITTED/REQUIRED	PROPOSED
LOT COVERAGE BY STRUCTURE (LUC 20.20.010)	50%	9%
MAXIMUM IMPERVIOUS SURFACE AREA (LUC 20.20.010)	85 %	31%
BLDG. SETBACKS - Front (SE 32nd Street) (LUC 20.20.010)	15 Feet	390.3 Feet
PARKING STALLS (LUC 20.20.590.F.2)	Unspecified Use	13 Parking stalls are proposed on site to accommodate staff and visitors.
SITE LANDSCAPING Parking Lot:	* 17.5 SF per stall 17.5 x 13 = 612.5 SF * Landscape area at the end of each aisle min. 4 feet wide and length of stall * Landscape areas must be min. 100 SF	* 4,702 SF
SITE LANDSCAPING Perimeter Landscaping	* Street Frontage: 10 feet Type III * Interior Property Lines: 8 feet of Type III	15.3 feet of landscaping is provided behind the required sidewalk along SE 30 th Street. Not provided in all locations Refer to discussion regarding Alternative Landscaping Option in Section III.B.1 below.
TREE RETENTION	* All trees within 15' of Property Line * 15% of diameter inches of interior significant trees	11 trees will be removed in the perimeter. Refer to discussion regarding Alternative Tree Retention Option in Section III.B.2 below. 1,364 of 6,459 diameter inches of interior trees will be retained = 21%

¹ The applicant has requested additional height for the tipping floor. As an Essential Public Facility, building height may be increased per LUC 20.20.350.C.5.A to the “minimum necessary for the effective functioning of the EPF.” See Section VIII.B for further discussion regarding the EPF decision criteria.

1. Alternative Landscape Option – Interior Property Lines

The applicant has requested an alternative landscape option to the City of Bellevue requirement that requires eight feet of Type III landscaping at the interior property line. Due to planting restrictions in the Olympic Pipeline easement, the PSE easement and the relocated utility lines along interior property lines, this requirement is unable to be met. The applicant has proposed dense native plantings in these locations, mainly of the smaller shrub type that will not interfere with the existing easements. The totality of the proposed design will improve the site and will result in a plan that is equal or better than strictly required by the code. The plan calls for extensive invasive species removal, forest enhancement, forest restoration and wetland restoration. These measures will not only benefit the ecological functioning of the site but also enhance its visual appearance. By removing invasive species and replanting native forest and wetland plant species in the appropriate areas the natural systems will be well utilized, the impacts of development on the storm drainage system will be lessened and water resources will be protected through reduced irrigation and biofiltration. The design provides an appropriate and fluid transition between the site and adjacent property.

2. Alternative Tree Retention Option

All significant trees in the Perimeter Landscaping Area will be retained except for 11 trees (6 cottonwoods, 4 alders, and 1 madrona) which are located in a proposed utility corridor. Removal of these trees will be offset by the extensive forest restoration and tree plantings proposed for the site. The west property line will be heavily treed with the applicant proposing to plant additional trees beyond the requirement of the perimeter landscaping. Overall upgrades to the site and planting of new trees in the project interior will result in a superior landscape in this location.

C. SOLID WASTE DISPOSAL

The proposal is subject the standards and design guidelines for Solid Waste Disposal facilities as outlined below.

1. Solid Waste Disposal Decision Criteria - LUC 20.20.840.B

- a. Architectural Form: The key components of the FRTS will be contained within buildings, including the transfer station/recycling, HHW, administration building, and the scale plaza. As previously discussed, the architectural approach for the FRTS is to create a presence that emphasizes a Northwest style, while modulating sections of the building to blend in within neighboring structures. The color selections include natural hues of browns and grays that are intended to be subtle and complimentary with the natural treescape of the surrounding slopes.
- b. Transportation Plan: Applicant provided transportation plan and documents see Section V.C of this report for further information.
- c. Odor and Emissions: Public health and safety are an integral part of the design of the new facility and its long-term operation. KCSWD has a number of plans in place that are intended to reduce or control potential environmental health hazards at its transfer stations and other solid waste facilities. A combination of enclosed building space and operational

measures will be provided, such as dust suppression and misting system which will be coupled with a mechanical exhaust ventilation system.

- d. Compliance with state law: The FRTS will comply with all relevant federal and state laws and regulations. The SEPA Environmental Checklist prepared by the County outlines the anticipated federal, state, and local permits and approvals for the projects which will be applied for and obtained.
- e. Consistency with planning documents: The current use and proposed use are compatible with the immediate area and the Light Industrial Land Use District designation. This is the only district that allows for siting of solid waste disposal facilities in Bellevue.

D. CRITICAL AREAS ANALYSIS

The proposal is subject to the standards and designs of the Critical Areas Overlay District of the Land Use Code – LUC 20.25H.

1. Critical areas analysis of technical feasibility for new or expanded uses – LUC 20.25H.055.C.2:

New or expanded facilities and systems are allowed within the critical area or critical area buffer only where no technically feasible alternative with less impact on the critical area or critical area buffer exists. A determination of technically feasible alternatives will consider:

a. The location of existing infrastructure;

The applicant provided a description of the existing infrastructure that led them to propose the existing site for the proposed recycling and transfer station.

The current use of the site as a transfer station has been ongoing since the 1960s. The current and proposed uses are compatible with the Light Industrial Land Use District, which is the only Land Use District in the City that allows for siting of solid waste disposal facilities (LUC 20.10.440). Due to this zoning and historical use of the site, neighboring properties have been developed over time with uses that are compatible with the use of this site as a transfer station. No sensitive receptors (e.g., residential areas, churches, schools, or recreation areas) are located in the immediate vicinity of the site.

The location of the existing transfer station has other positive attributes. For example, there is room for expansion, and the property is already owned by KCSWD. The physical setting of the site at the base of a hill reduces the potential visual impact of the facility from adjoining areas, and this attribute will be emphasized in the design of the new facility. The unique location of the site allows access from both SE 30th and SE 32nd Streets, including the separation of customers (commercial and self-haul traffic) from KCSWD's larger transfer vehicles, thereby improving traffic circulation and safety. In addition, the phased construction sequence for the FRTS will allow for continued operation of the existing transfer station, which will minimize service interruptions for facility users.

b. The function or objective of the proposed new or expanded facility or system;

The existing transfer station is part of a network of facilities where garbage

from customers is consolidated from many small loads into fewer large loads for transporting to a disposal location. Commercial haulers, businesses, and residential self-haul customers use the station. The existing facility needs to be replaced because the capacity of the 1960s era facility has been exceeded and it does not meet service criteria established by KCSWD for transfer stations. For example, roof clearances are inadequate to allow for effective tipping of newer model garbage trucks, and opportunities to recycle items are non-existent, with the exception of household hazardous waste (HHW) collection. In addition, structural changes are necessary to improve emergency response and operational efficiency, as well as to meet desired safety goals and comply with current building codes.

The new facility will include the following improved design features:

- Recycling opportunities, including facilities for public self-haul access and space for commodities such as white goods (appliances), wood waste, old corrugated cardboard, and scrap metal.
- Expanded HHW collection facilities, including space to accommodate additional quantities and types of materials, expanded handling operations, and improved safety and access for users.
- Improved waste handling and processing operations, including expanded facilities to meet current design criteria, improved traffic circulation, and enhanced public self-haul access.
- Enhanced environmental and community benefits, including: improvements to the aesthetics of the transfer station buildings and adjacent landscape; addition of public educational opportunities; reduced noise, air, and odor impacts for facility operations; improved stormwater management and traffic circulation; and incorporation of sustainable design features and natural drainage practices, where feasible.

c. Demonstration that no alternative location or configuration outside the critical area or critical area buffer achieves the stated function or objective, including construction of new or expanded facilities or systems outside of the critical area;

In 1993, an Environmental Impact Statement (EIS) was completed to evaluate potential sites for replacement of the existing transfer station. The availability of sites for the proposed project was limited by City zoning and other key factors including the following:

- Limited availability of appropriately sized, undeveloped parcels within the Light Industrial land use zoning district, the only district in the City that allows for siting of transfer station facilities.
- A site where the proposed project would be most compatible with neighboring properties and land uses, while minimizing potential impacts to critical areas.
- Adequate infrastructure and direct access to the site, considering the potential impacts to local traffic.

An alternatives analysis was conducted to identify potential sites for location of the replacement facility (City of Bellevue 1993). All potentially reasonable sites within the existing facility's service area were evaluated during this process. The 18 candidate sites identified were screened by a Citizens Advisory

Committee to a list of four, using criteria including physical site requirements, environmental concerns, land use, and political considerations. As a result of the alternatives analysis, the three highest rated sites, and an additional alternative that combined two of the sites, were evaluated in greater detail in the EIS.

Based on consideration of the key factors described above and evaluation of the potential impacts of the project, the combined site, including both the existing transfer station site and the Eastgate property (a total size of 21.9 acres), was selected as the preferred alternative for the location of the replacement transfer station facility.

The proposed site is essentially a smaller version of the preferred alternative described in the EIS. The current site includes the existing 8.7-acre Factoria Transfer Station property and several adjacent properties for a total of approximately 16 acres.

In 2010, KCSWD developed a Facility Master Plan for the FRTS (King County 2010b). This rigorous process established design criteria for the FRTS, considered lessons learned on recent transfer station projects, reviewed operating requirements for the facility, and considered a number of conceptual site layouts. Selection of the preferred concept for the FRTS included review and consideration of more than 20 alternative site plans, and two concepts were advanced for further consideration because they best met the project's needs.

Most concepts that were considered for the FRTS would allow the existing station to remain open during construction. KCSWD considered options that would require complete closure of the existing station during construction of the FRTS and found no substantial benefit in closing the facility. KCSWD also believes that closure of the station during construction would be a major inconvenience to the public, who would be forced to drive greater distances to an alternative station such as the Renton Transfer Station (approximately seven miles south). In addition, the closest stations to the Factoria Transfer Station (Houghton Transfer Station and Renton Transfer Station) are already undersized and would be negatively affected by handling the additional traffic.

All concepts considered for the Factoria RTS would preserve the northeast portion of the project site where a wetland and steep slope are located. All concepts considered would also avoid development along the eastern boundary of the site where underground and overhead utilities exist. All concepts assumed that the scale plaza would be moved—in most cases, farther east to increase queuing space and potentially to the south onto the Eastgate property to facilitate construction phasing and to add space for additional future scales.

The preferred concept was selected because it will result in lower construction costs, greater operational efficiencies, a safer traffic circulation pattern, a larger container chassis parking area, and better orientation of the recycling/HHW area for self-haul customers.

d. Whether the cost of avoiding disturbance is substantially disproportionate as compared to the environmental impact of proposed disturbance; and

The site is constrained by various overlapping critical areas (e.g., wetlands, streams, buffers, and geologic hazards). The avoidance of disturbance of critical areas and their buffers is not possible given the overall size of the facility required to serve the purpose for which is designed. Especially when considered jointly with the objective to remain in operation during the construction of the new facility, along with the presence of the adjacent Olympic pipeline and Puget Sound Energy corridors.

One of the key design objectives of the project is to maintain operation of the existing facility during construction. Due to the constrained nature of the site, it was not possible to achieve this key objective and completely avoid wetland impacts. In addition, closure of the facility during construction would be a major inconvenience to users, and would result in a substantial cost impact to KCSWD due to the transfer station service fees that would not be collected during that time.

In an effort to minimize potential impacts to steep slopes on the site, a cost evaluation was conducted to compare options for the southern portion of the site near SE 32nd Street. It was estimated that installing a retaining wall would cost approximately \$5.3 million, compared to the cost of grading the area (\$1.6 million). The retaining wall option would have other negative impacts in addition to cost, such as greater visual impacts and a longer construction schedule. For these reasons, it was determined that grading in the southern portion of the site was the most feasible option.

The configuration of the facility was designed to minimize impacts wherever practicable. For example, the facility was designed to avoid the creek and wetland on the northeast corner of the property, which will receive significant restoration and enhancement.

e. The ability of both permanent and temporary disturbance to be mitigated.

The Factoria RTS design will avoid or minimize impacts to wetlands, streams, and buffers wherever feasible. Total avoidance will not be possible due to the location of the project and the constraints associated with design guidelines. All unavoidable impacts to critical areas will be mitigated as required by federal, state, and City requirements (LUC 20.25H). The mitigation strategy will include on-site, in-kind mitigation; on-site, out-of-kind mitigation; off-site, in-lieu fee mitigation; and on-site, stormwater management techniques where feasible to minimize water quality and hydrologic impacts.

The conceptual mitigation plan divides the site into six zones with different restoration and enhancement strategies applied to each zone. The following table summarizes these zones and tabulates the total amount of area.

Zone	Mitigation Type	Mitigation Activities	Mitigation Area (acres)
1	Forest Restoration	<ul style="list-style-type: none"> • Develop forest soils 	1.23
	Riparian Enhancement	<ul style="list-style-type: none"> • Weed removal • Conifer underplanting • LWD placement 	0.52
3	Forest Enhancement	<ul style="list-style-type: none"> • Weed removal • Conifer underplanting • Native shrub underplanting 	1.13
4 and 5	Shrub zone	<ul style="list-style-type: none"> • Weed removal • Soil enhancement • Native shrub planting 	2.98
6	Wetland and Stream Buffer Enhancement	<ul style="list-style-type: none"> • Weed removal • LWD placement • Native tree and shrub planting • Snag creation 	0.78
Overall		<ul style="list-style-type: none"> • Control erosion • Improve downstream flooding 	6.63

The applicant is also proposing to utilize the King County In-Lieu Fee Mitigation Program to further mitigate for impacts on the property. This mitigation is a deviation from the standard on-site, in-kind mitigation strategies, but does follow best available science in providing a high quality mitigation solution to mitigate for unavoidable impacts on the site. The applicant has prepared a critical areas report describing this approach. The applicant has acquired 4.88 mitigation credits from the King County In-Lieu Fee Program.

When considered in total, the project results in 0.46 acres of permanent wetland impacts and 0.15 acres of wetland buffer impacts. The proposed 6.63 acres of mitigation on-site mitigation activities and the 4.88 mitigation credits results in an overall mitigation ratio of over 10:1.

2. Performance standards for stream critical areas – LUC 20.25H.080.A:

Development on sites with a type S or F stream or associated critical area buffer shall incorporate the following performance standards in design of the development, as applicable:

a. Lights shall be directed away from the stream.

Exterior lighting will be located along building faces and in parking areas. The lighting will be directed toward these areas and away from Stream 0263, which is on the eastern edge of the site. All outdoor pole and wall mounted fixtures are designed with full cut-off features to prevent light pollution above 90 degrees from nadir.

b. Activity that generates noise such as parking lots, generators, and residential uses shall be located away from the stream or any noise shall

be minimized through use of design and insulation techniques.

The facility is expected to reduce operation noise in the area by locating the majority of operational activities within the new building. There will be elevated noise levels in the area during construction.

c. Toxic runoff from new impervious area shall be routed away from the stream.

The project will direct all stormwater collected from impervious areas to on-site stormwater treatment facilities before discharge. Runoff on the site is currently untreated.

d. Treated water may be allowed to enter the stream critical area buffer.

All stormwater from the project area will be treated prior to discharge to any wetland or stream buffer.

e. The outer edge of the stream critical area buffer shall be planted with dense vegetation to limit pet or human use.

The project will include dense woody plantings in stream and wetland buffers an on the undeveloped portions of the south, east and north to screen and buffer the adjacent critical areas and critical area buffers.

f. Use of pesticides, insecticides and fertilizers within 150 feet of the edge of the stream critical area buffer shall be in accordance with the City of Bellevue's "Environmental Best Management Practices," now or hereafter amended.

The project does not intend to use pesticides, insecticides and fertilizers. However, if needed in future any use would be in accordance with the City of Bellevue's "Best Management Practices."

3. Performance standards for wetland critical areas – LUC 20.25H.100:

Development on sites with a wetland or wetland critical area buffer shall incorporate the following performance standards in design of the development, as applicable:

a. Lights shall be directed away from the wetland.

Exterior lighting at the Factoria RTS will be located along building standards and parking areas. The lighting will be directed towards these areas, and wetland on the exterior of the site will be buffered from this lighting by natural vegetation. See Section IX for related condition

b. Activity that generates noise such as parking lots, generators, and residential uses shall be located away from the wetland or any noise shall be minimized through use of design and insulation techniques.

The facility is expected to reduce operation noise in the area by locating the majority of operational activities within the building. There will be elevated noise levels in the area during construction.

c. Toxic runoff from new impervious area shall be routed away from the wetland.

The project will direct all stormwater collected from impervious areas to on-site stormwater treatment facilities before discharge. Runoff on the site is currently

untreated.

- d. Treated water may be allowed to enter the wetland critical area buffer.**
All stormwater from the project area will be treated prior to discharge to any wetland or stream buffer.
 - e. The outer edge of the wetland critical area buffer shall be planted with dense vegetation to limit pet or human use.**
The project will include dense woody plantings in stream and wetland buffers on the undeveloped portions of the south, east and north to screen and buffer the adjacent critical areas and critical area buffers.
 - f. Use of pesticides, insecticides and fertilizers within 150 feet of the edge of the wetland critical area buffer shall be in accordance with the City of Bellevue’s “Environmental Best Management Practices,” now or hereafter amended.**
The project intends to use pesticides, insecticides and fertilizers in accordance with the City of Bellevue’s “Best Management Practices.” See Section X for related condition
- 4. Performance standards for geologic hazard critical areas – LUC**
- 20.25H.125:**
In addition to generally applicable performance standards set forth in LUC [20.25H.055](#) and [20.25H.065](#), development within a landslide hazard or steep slope critical area or the critical area buffers of such hazards shall incorporate the following additional performance standards in design of the development, as applicable. The requirement for long-term slope stability shall exclude designs that require regular and periodic maintenance to maintain their level of function.
- a. Structures and improvements shall minimize alterations to the natural contour of the slope, and foundations shall be tiered where possible to conform to existing topography;**
The project design minimizes changes to slopes to the extent feasible while still accomplishing the goals of the site.
 - b. Structures and improvements shall be located to preserve the most critical portion of the site and its natural landforms and vegetation;**
Improvements at the project area have been located on the interior of the site to the extent feasible. Steep slopes have been avoided where practicable.
 - c. The proposed development shall not result in greater risk or a need for increased buffers on neighboring properties;**
Based on the geotechnical analysis presented in the geotechnical report (Shannon & Wilson, 2012a, b), and the scope of the proposed project, no minimum critical area buffer or building setback is recommended for the project.
 - d. The use of retaining walls that allow the maintenance of existing natural slope area is preferred over graded artificial slopes where graded slopes would result in increased disturbance as compared to use of retaining wall**

Retaining walls have been included on the outside margins of the developed portions of the site, and were located and designed to limit the extent of grading. Walls occur on portions of the southeast, north and west sides of the site. No walls were required on the southwest and northeast portions of the site.

e. Development shall be designed to minimize impervious surfaces within the critical area and critical area buffer;

The site plan for the FRTS has been designed to contain the majority of the development in the interior of the site and along existing developed portions of the site. Impervious surfaces have been confined to the minimum necessary for use of the site. The proposed plan will also allow removal of some paved areas and revegetation of the steep slope area on the eastern side of the site.

f. Where change in grade outside the building footprint is necessary, the site retention system should be stepped and regrading should be designed to minimize topographic modification. On slopes in excess of 40 percent, grading for yard area may be disallowed where inconsistent with this criteria;

The site plan limits the grading to those areas necessary to allow for the development of the site. Walls have been used where necessary to reduce the extent of grading. Natural slopes have been retained to the extent possible. Stepped grading was considered for the exterior areas, but this was not incorporated into the design due to the space constraints of this method, the potential maintenance requirements, and the desire to use these areas for mitigation.

g. Building foundation walls shall be utilized as retaining walls rather than rockeries or retaining structures built separately and away from the building wherever feasible. Freestanding retaining devices are only permitted when they cannot be designed as structural elements of the building foundation;

The project will require access for vehicle circulation outside of the proposed structures for operations of the EPF. This requirement precludes the use of foundation walls as retaining walls for most areas of the site. Combined subgrade structure and retaining walls were considered for the area where an underground storage vault is proposed, however, this was determined to not be technically feasible due to the dissimilar construction materials of the wall and vault, and the overall aesthetics of the site.

h. On slopes in excess of 40 percent, use of pole-type construction which conforms to the existing topography is required where feasible. If pole-type construction is not technically feasible, the structure must be tiered to conform to the existing topography and to minimize topographic modification;

The project requires development in some areas with slopes that are 40 percent or greater. Pole type construction is not feasible for the type of facility proposed. The area of the lower level of the building has been minimized and oriented to align with the overall slope of the site, and grading has been minimized to the extent possible by keeping the development compact and using walls where necessary to stabilize slopes. Natural slopes have been

retained to the extent possible.

- i. **On slopes in excess of 40 percent, piled deck support structures are required where technically feasible for parking or garages over fill-based construction types; and**

The project cannot incorporate piled deck support structures for parking areas due to the type of facility being constructed and the structural requirements presented by the vehicles using the site.

- j. **Areas of new permanent disturbance and all areas of temporary disturbance shall be mitigated and/or restored pursuant to a mitigation and restoration plan meeting the requirements of LUC [20.25H.210](#).**

Permanent and temporary areas of disturbance at the project area will be mitigated according to local regulations. All the undeveloped portions of the site will be revegetated with native plantings.

5. Performance standards for habitat associated with species of local importance – LUC 20.25H.160:

If habitat associated with species of local importance will be impacted by a proposal, the proposal shall implement the wildlife management plan developed by the Department of Fish and Wildlife for such species. Where the habitat does not include any other critical area or critical area buffer, compliance with the wildlife management plan shall constitute compliance with this part.

The site is known to support habitat for red-tailed hawk (*Buteo jamaicensis*). There is an active nest on the property. No management recommendations have formally been developed for red-tailed hawks. Although the project will result in removal of a nesting site and clearing of potential perching trees, these activities will be performed outside the critical breeding/nesting period (February 1 through July 31) to the extent possible, in order to limit the potential effects on breeding red-tailed hawks. The proposed mitigation also includes revegetation with native plant species that will support red-tailed hawk foraging and eventually nesting, once the trees mature. Adequate alternative nest sites are present in the project vicinity to support nesting of red-tailed hawks.

No fish were observed in any of the streams or ditches on the property, but fish species may occur in the project area. These include lamprey, sculpin, and stickleback. No Chinook or coho salmon habitat is present in the project area; however, these species occur downstream of the project area. To mitigate against negative impacts for these species, construction activities have been designed in accordance with BMPs (such as work area limits and the use of erosion control materials), and are not expected to result in construction-related erosion or sedimentation that would impact downstream fish habitats.

Temporary loss of natural vegetation will result from site grading activities. Following construction, these areas would be restored to suitable grades and revegetated with native species according to the mitigation plan.

6. Consistency with critical areas report – LUC 20.25.230:

The applicant supplied a complete critical areas report prepared by HDR Engineering, Inc., a qualified professional. The report met the minimum

requirements in LUC 20.25H.250.

The critical areas report identifies and classifies all of the critical areas and buffers on the site and on those properties immediately adjacent to the project site. The critical areas report identifies all of the critical areas regulations applicable to the project and site and seeks approval to permanently fill wetland and proposes a modified mitigation approach.

7. Mitigation and restoration requirements – LUC 20.25H.210:

The applicant has submitted a mitigation and restoration plan that complies with mitigation standards for steep slopes and habitat, but that seeks to deviate from the standards for wetland impacts.

The project will result in 0.46 acres of wetland fill and permanent impact to 0.15 acres of wetland buffer. The project will eliminate all of Wetland 2, Wetland 3, and Wetland A, and 160 square feet of Wetland 3. Figure 5, in the attached Critical Areas Report, illustrates of the area of wetland impacts. Based on the area of wetland impacts and the categories of the affected wetlands, the applicant is required to provide a minimum of 0.725 acres of wetland mitigation.

The applicant is proposing 6.63 acres of on-site mitigation and is also proposing to utilize the King County In-Lieu Fee Mitigation Program to further mitigate for impacts on the property. This mitigation is a deviation from the standard on-site, in-kind mitigation strategies, but does follow best available science in providing a high quality mitigation solution to mitigate for unavoidable impacts on the site. The applicant has prepared a critical areas report describing this approach. The applicant has acquired 4.88 mitigation credits from the King County In-Lieu Fee Program.

The proposed 6.63 acres of mitigation on-site mitigation activities and the 4.88 mitigation credits results in an overall mitigation ratio of over 10:1.

IV. PUBLIC NOTICE AND COMMENT DATES

The Conditional Use process requires that the City hold one public meeting. This meeting was held in the neighborhood at the East Shore Unitarian Church on September 6, 2012. There were two public attendees at this meeting. The applicant's consultants along with staff from the city addressed one neighbor's concerns about the loss of supplemental parking for their tenants on property owned by KCSWD that has historically been used to serve a neighboring commercial building. This parking is located on the southeast corner of the FRTS site, and will no longer be available after construction begins. The applicant has reviewed the possibility of trying to relocate that parking, but has found it to be economically unfeasible. The second attendee was interested in learning more about the process of permit approval and contractor selection.

In addition to the City held meeting, KCSWD held two open houses for the FRTS project to provide information to the public and receive community feedback on alternative concepts. The open houses were held on May 12, 2010 and August 17, 2011, also located at the East Shore Unitarian church. The meetings were well attended by community members and nearby business owners. Additionally, the County has developed a Web site that can be used by interested parties to receive project updates and provide comments.

One comment was received from the public as of the writing of this staff report. The comment was submitted by Karen Walter, with the Muckleshoot Indian Tribe Fisheries Division. Karen Walter commented on the classification of a waterway identified as Ditch A in the applicant's *Wetland and Stream Assessment Report* (HDR January 2012) and subsequent SEPA Mitigated Determination of Non-significance (MDNS). Karen expressed concern that the water body was incorrectly classified by the applicant's consultant as a non-fishbearing stream.

In response to Karen's comments, the applicant's consultant prepared a *Ditch A Technical Memorandum* (HDR September 2012) describing a more-detailed review of Ditch A and the topographic and hydrogeomorphic characteristics that support the flow of water in its channel. The conclusion in the technical memorandum states that it is unlikely that Ditch A was a naturally occurring stream, but rather a wholly artificial channel whose flow is primarily supported by stormwater outfalls up slope.

V. TECHNICAL REVIEW

A. CLEARING & GRADING

The Clearing & Grading Division has reviewed the proposal and will conduct a more detailed review under the clearing & grading permit application.

B. UTILITIES

Utility review is based on the conceptual design only. Changes to the site layout may be required to accommodate the utilities. The water, sewer, and storm drainage systems shall be designed per current City of Bellevue Utility Codes and Utility Engineering Standards. All design review, plan approval, and field inspection shall be performed under the individual permits and/or Utility Developer Extension Agreements depending on the extent of the work.

Refer to Condition of Approval regarding the preliminary design, utility codes and engineering standards in Section X of this report.

C. TRANSPORTATION

Site Access

Access to the site will occur at the existing driveway on SE 32nd. In addition, as part of frontage improvements on SE 30th a new driveway will be provided to accommodate large trailer truck traffic.

Street Frontage Improvements

In order to provide safe pedestrian and vehicular access in the vicinity of the site, and to provide infrastructure improvements with a consistent and attractive appearance, the construction of street frontage improvements is required as a condition of development approval. The design of the improvements must conform to the requirements of the Americans with Disabilities Act and the Transportation Development Code (BCC 14.60), and the provisions of the Transportation Department Design Manual.

1. The Americans with Disabilities Act (ADA) requires that sidewalk cross slopes not exceed two percent. The sidewalk cross slope may be less than two percent only if the sidewalk has a longitudinal slope sufficient to provide adequate drainage. Bellevue's standard for curb height is six inches, except where curb ramps are

needed. The engineering plans must comply with these requirements, and must show adequate details, including spot elevations, to confirm compliance. New curb and sidewalk shall be constructed in compliance with these requirements.

ADA also requires provision of a consistent travel path for visually handicapped pedestrians. Potential tripping hazards are not allowed in the main pathway. ADA-compliant curb ramps shall be installed where needed, consistent with standard drawings TE-12.

2. The new curb, gutter and sidewalk on SE 30th will be constructed with a sidewalk width of at least 6 feet, not including the curb. A street profile must be submitted with construction plans.
3. The design and appearance of the sidewalk on SE 30th shall comply with the standards and drawings in the Transportation Department Design Manual, including standard drawings TE-11. The sidewalk shall be constructed of standard concrete with a broom finish and a two-foot by two-foot score pattern.
4. The proposed driveway on SE 30th shall have an approach width of 30 feet and radius of 50 feet to accommodate large trailer trucks utilizing the site.
5. No fixed objects, including fire hydrants, trees, and streetlight poles, are allowed within ten feet of a driveway edge, defined as Point A in standard drawing Dev-7A. Fixed objects are defined as anything with breakaway characteristics stronger than a typical 4 by 4 wooden post.
6. No new overhead utility lines will be allowed within or across any right of way or sidewalk easement, and existing overhead lines must be relocated underground.
7. All above-grade utility lines and cabinets along SE 30th must be undergrounded. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible.

Use of the Right of Way During Construction

Applicants often request use of the right of way and of pedestrian easements for materials storage, construction trailers, hauling routes, fencing, barricades, loading and unloading and other temporary uses as well as for construction of utilities and street improvements. A Right of Way Use Permit for such activities must be acquired prior to issuance of any construction permit including demolition permit. Sidewalks may not be closed except as specifically allowed by a Right of Way Use Permit.

Pavement Restoration

The City of Bellevue has established the Trench Restoration Program to provide developers with guidance as to the extent of resurfacing required when a street has been damaged by trenching or other activities. Under the Trench Restoration Program, every street in the City of Bellevue has been examined and placed in one of three categories based on the street's condition and the period of time since it has last been resurfaced. These three categories are, "No Street Cuts Permitted," "Overlay Required," and "Standard Trench Restoration." Each category has different trench restoration requirements associated with it. Damage to the street can be mitigated by placing an

asphalt overlay well beyond the limits of the trench walls to produce a more durable surface without the unsightly piecemeal look that often comes with small strip patching.

Near this project, SE 30th and SE 32nd have been classified as “Overlay Required” with the City’s trench restoration program; therefore, a grind and overlay will also be required. The grind and overlay would likely be for a length of at least 50 feet for the full width of any affected lane or roadway section. Details of any trench restoration must be shown on the engineering plans.

D. FIRE DEPARTMENT

The Fire Department has reviewed and approved this proposal. Formal Fire review will occur under subsequent building and fire permits for this proposal

VI. STATE ENVIRONMENTAL POLICY ACT (SEPA)

King County Solid Waste Division is a State agency with SEPA jurisdiction which permits them to complete environmental determinations. King County has chosen to exercise this right for this project. A Mitigated Determination of Non-Significance (DNS) was issued on March 18th, 2012, with an appeal period ending March 29, 2012. A copy of this MDNS is available within the project file.

Staff reviewed the submitted MDNS that was issued by King County for this project and concurs with its issuance. No additional comment or appeal period is available on the issued MDNS as part of the City’s Conditional Use or Critical Areas Land Use permit approvals for this project.

VII. DECISION CRITERIA

A. CONDITIONAL USE PERMIT (LUC 20.30B)

The Director may approve, or approve with modifications, an application for a Conditional Use Permit if it complies with the decision criteria of Land Use Code Section 20.30B.140. After conducting the various administrative reviews of this project, including Comprehensive plan goals and policies and the Land Use Code provision, the following conclusions are made with regard to the Conditional Use decision criteria:

1. The Conditional Use is consistent with the Comprehensive Plan.

The FRTS is situated in an area designated as Light Industrial in the City of Bellevue’s Comprehensive Plan. Utilities are specifically addressed in the Comprehensive Plan’s Utilities Sub-Element. The key goals and policies that apply to a solid waste facility include the following.

Policy UT-13 “Provide for the safe and convenient disposal of household hazardous waste through a permanent and conveniently located collection facility for Bellevue residents.

Policy UT-14 – Promote the recycling of solid waste materials by providing opportunities for convenient recycling and by developing educational materials on recycling, composting, and other waste reduction methods.

Policy UT-15 – Encourage and actively seek and effective regional approach to solid waste management.

Response: The FRTS project will provide a new, permanent, and conveniently located facility that will better accommodate safe and convenient collection, processing, and disposal of household hazardous waste (HHW). The HHW facility will consist of a separate building to be located east of the transfer station in close proximity to the recycling area. There would be a canopy structure over the drive lanes between the HHW facility and the transfer building to provide convenient, protected access to the HHW.

Physically separating the HHW facility will help to avoid inappropriate disposal of HHW and ensure proper storage treatment of this waste. The design of the new HHW facility will adhere to Hazardous Occupancy (H Occupancy) Fire Code requirements, where applicable.

Opportunities for increased recycling of solid waste materials will be provided through facility upgrades. Specifically, the recycling area will be designed for flexibility. Drop boxes or bins will be provided to self-haul customers for recycling of items. Commercial haulers may deliver yard waste and food scraps collected in curbside collection programs. These loads can then be consolidated into open transfer trailers to transport the materials to area composting facilities.

In September 2006, King County prepared its countywide Solid Waste Transfer and Waste Management Plan. The plan takes a regional approach to address the County's long-term level of service needs. A broad public review process was used during preparation of the plan, and the plan was adopted by the King County Council in 2007. The proposal for the new FRTS came out of this plan, and is consistent with a regional approach to waste management.

The current use of the site as a solid waste disposal facility has been ongoing for several decades, and the proposed facility will not change that use. The current use and proposed use are compatible with the immediate area and the Light Industrial Land Use District, which is the only district in Bellevue that allows siting of solid waste disposal facilities.

2. The design is compatible with and responds to the existing or intended character, appearance, quality of development and physical characteristics of the subject property and immediate vicinity;

Response: As conditioned, the proposal is compatible with and responds to the existing/ intended character, appearance, quality of development and physical characteristics of the subject property and vicinity. The current use of the site as a recycling and transfer station has been ongoing since the 1960s. The current and proposed use are compatible with the Light Industrial Land Use District designation. Due to this zoning and historical use of the site, neighboring properties have been developed over time with uses that are compatible with the use of this site as a transfer station. No sensitive receptors (e.g., residential areas, churches, schools, or recreation areas) are located in the immediate

vicinity of the site. Refer to discussion of site and building design in Section III.A.2 and 3 of this report.

3. The conditional use will be served by adequate public facilities including streets, fire protection, and utilities; and

Response: The FRTS site allows for the utilization of existing infrastructure including roads, traffic signals, and electrical, telephone, sanitary sewer, and water utilities that have been developed over time to accommodate the current use of the site as a transfer station. The required frontage improvements will bring transportation facilities serving the site up to the level necessary to support the upgraded facility.

4. The conditional use will not be materially detrimental to uses or property in the immediate vicinity of the subject property; and

Response: As noted above, the current use of the site as a solid waste transfer facility has been ongoing for over 40 years and the proposed facility will not change that use. The current use and proposed use are compatible with the immediate area and the Light Industrial Land Use District designation.

The new facility will include several enhanced environmental and community benefits:

- Improvement to the aesthetics of the transfer station buildings (new building façade) and adjacent landscaping.
- Reduced noise, air and odor impacts for facility operations through a combination of enclosed building space and operation measures, such as, dust suppression and misting system which would be coupled with a mechanical exhaust ventilation system.
- Upgraded stormwater management and traffic circulation improvements.
- Incorporation of sustainable design features and natural drainage practices, where feasible.
- Addition of public art as an amenity.

5. The conditional use complies with the applicable requirement of this Code.

Response:

Conditional Use Permit (LUC20.10.440) A Conditional Use application is required for solid waste facilities within the LI District. With the submittal of this application, the KCSWD has fulfilled the LUC requirement for a Conditional Use application.

Vehicular and Pedestrian Circulation (LUC 20.20.590.8.c) Vehicular circulation has been provided to both SE 30th Street and SE 32nd Street. The access at SE 30th Street will be provided specifically for commercial and residential haulers, while the access at SE 32nd Street will be provided for the transfer haulers. Pedestrian circulation is provided throughout the site.

Mechanical Equipment (LUC 20.20.525) Mechanical and ventilation equipment layout for transfer stations is a complete system of zones across the open floor

area. There are eight rooftop exhaust fans, approximately four feet in height. They have been set back from the roofline edge to the extent possible to limit their visibility to pedestrians. The roof will be non-reflective white and the mechanical vents and equipment will be painted to match.

Building Design Guidelines for Solid Waste Facilities (LUC20.20.820) See Section IV C above.

B. ESSENTIAL PUBLIC FACILITY (LUC 20.20.350)

In addition to the decision criteria applicable to any permit required to construct the EPF, the City may approve, or approve with modifications, a proposal to construct or modify an EPF if:

- 1. The location and design are consistent with any planning document under which the proposing agency, special district or organization operates, as determined by the person or body having authority to interpret such document;**

Response: This proposal continues operation of the current solid waste transfer facility that is operated by KCSWD. The facility has been operating in this location for over 40 years. The location and design of this FRTS is consistent with the present use.

- 2. The location, design, use and operation of the EPF complies with any applicable guidelines, rules, regulations or statutes adopted by state law, or any agency or jurisdiction with authority;**

Response: The proposal, as designed, will comply with applicable King County guidelines to operate this facility. Furthermore, it will conform to the requirements of applicable Bellevue City Codes.

- 3. A building which houses all or a majority of an EPF must be compatible with the architectural form of surrounding buildings. This requirement is not applicable to an EPF where significant elements of the facility are not housed in a building or to isolated minor elements such as utility meters;**

Response: See Section III.A.3 above for architectural compatibility with adjacent neighborhood.

- 4. An EPF may be permitted in a Neighborhood Business or Residential Land Use District (R-1 through R-30), only if there is an operational or other need that requires locating in that district to achieve the purpose or function of the EPF;**

Response: The FRTS is located in the Light Industrial District of Bellevue

- 5. The City may approve a request to exceed the height limit for the underlying land use district if the applicant demonstrates that:**
 - a. The requested increase is the minimum necessary for the effective functioning of the EPF; and**

b. Visual and aesthetic impacts associated with the EPF have been mitigated to the greatest extent technically feasible;

Response: The maximum building height in the LI land use district is 45 feet. The applicant is proposing a building height of 50.6 feet to accommodate a large basement and structural foundation to support the recycling and transfer station flat floor slab above. The lower level houses the solid waste compactor unit and specialized power and hydraulic equipment. In addition to the compactor, there are several covered transfer trailer parking spaces. These spaces are intended to be used by full trailers parked overnight at the facility. The height clearance in the lower level needs to accommodate not only the tall transfer trailers and the compactors but also allow for sufficient space around the top of equipment for maintenance and repair. The tipping floor structural slab is significantly more substantial in thickness than the typical floor. It is designed to hold several pieces of heavy equipment, emergency storage capabilities of 3 days of solid waste, and the entire recycling operation. Modern garbage trucks have varying ways they “tip” their contents out onto the floor. Most involve a hydraulic lift which requires more head room clearance within the facility leading to the design of a taller structure.

The site has a natural plane in the grade that creates a slope and a basement and structural foundation is cut into this feature for a good portion of the building. At its maximum height, the basement and structural foundation is about 8.2 feet below the average finish grade.

Given the above analysis, the applicant’s request for an additional 5.6 foot height increase beyond the underlying land use height of 45 feet is granted for a total building height of 50.6 feet.

6. If the City determines that the EPF is potentially dangerous to human life, appropriate protective measures may be required.

Response: The FRTS facility has not been deemed a hazard to human life.

C. CRITICAL AREAS REPORT DECISION CRITERIA - (LUC 20.25H.255)

The Director may approve, or approve with modifications, a proposal to reduce the regulated critical area buffer on a site where the applicant demonstrates (LUC 20.25H.255):

- 1. The modifications and performance standards included in the proposal lead to levels of protection of critical area functions and values at least as protective as application of the regulations and standards of this code:**

Response: The modification of the performance standards for wetland mitigation is expected to improve ecological functions and also reduce the risk for downstream flooding associated with Stream 0263, therefore, the modifications are not anticipated to be detrimental to the functions and values of critical areas off-site.

- 2. Adequate resources to ensure completion of any required mitigation and monitoring efforts:**

Response: The modification of the performance standards for wetland mitigation is expected to improve ecological functions and also reduce the risk for downstream flooding associated with Stream 0263, therefore, the modifications are not anticipated to be detrimental to the functions and values of critical areas off-site. No financial security device may be obtained for this proposal as this is a public facility. Financial devices may not be secured from public entities.

- 3. The modifications and performance standards included in the proposal are not detrimental to the functions and values of critical area and critical area buffers off-site.**

Response: The modification of the performance standards for wetland mitigation is expected to improve ecological functions and also reduce the risk for downstream flooding associated with Stream 0263, therefore, the modifications are not anticipated to be detrimental to the functions and values of critical areas off-site.

- 4. The resulting development is compatible with other uses and development in the same land use district.**

Response: The use is classified as an Essential Public Facility and through the review of the Conditional Use Permit application; the Development Services Director has found that the use is compatible with other uses in the same land use district.

D. CRITICAL AREAS LAND USE PERMIT (LUC 20.30P.140)

The Director may approve, or approve with modifications, an application for Critical Areas Land Use Permit if (LUC 20.30P.140):

1. The proposal obtains all other permits required by the Land Use Code.

Response: In addition to a Critical Areas Land Use Permit, this decision includes a Conditional Use Permit recommendation. Other required permits include a right-of-way use permit, and the usual construction permits such as a clearing and grading permit, utilities extension permit, building permit and the ancillary permits required during the construction (e.g. electrical, plumbing etc.).

2. The proposal utilizes to the maximum extent possible the best available construction, design and development techniques which result in the least impact on the critical area and critical area buffer.

Response: As discussed in Section III of this report, the proposal use best available science in the design and development of a proposed mitigation and restoration approach resulting in a net gain in ecological functions. The proposal also utilizes the best available design and construction techniques for managing storm water on the property, which is anticipated to result in significant improvement in stormwater quality and quantity coming from the site

3. The proposal incorporates the performance standards of Part 20.25H to the maximum extent applicable.

Response: The applicant has limited intrusion into critical areas and slopes as much as possible. See discussion in Section III.D.2-5.

4. The proposal will be served by adequate public facilities including street, fire protection, and utilities.

Response: As conditioned by this decision, the proposal will be served by adequate public facilities, including streets, fire protection and utilities. See the above response to Section VII.A.3.

5. The proposal includes a mitigation or restoration plan consistent with the requirements of LUC Section 20.25H.210.

Response: The proposal contains a conceptual mitigation and restoration plan that will finalized for review and approval through the required clearing and grading and building permits. **See related Condition of Approval in Section X.**

6. The proposal complies with other applicable requirements of this code.

Response: As discussed in Section III of this report, the proposal complies with all other applicable requirements of the Land Use Code. The proposal will be subject to standard noise controls, per BCC 9.18. **Refer to conditions of approval regarding construction noise hours and use of best available noise abatement technology in Section X of this report.**

VIII. DECISION

After reviewing the proposal for consistency with the applicable requirements, standards and, policies, the Director hereby **APPROVE WITH CONDITIONS** the Design Review, Administrative Amendment, and Critical Areas Land Use Permit.

IX. CONDITIONS OF APPROVAL

The following conditions are imposed under authority referenced:

NOTE – Vested Status of the Conditional Use Permit: The vested status of the Conditional Use Permit is per Land Use Code 20.40.500. Under Land Use Code 20.40.500, the vested status of the Conditional Use Permit shall expire two years from the date of the City's final decision, unless a completed building permit application is filed before the end of the two year term. Upon issuance of a building permit, the vested status of a land use permit or approval shall be automatically extended for the life of the project.

NOTE – Vested Status of Critical Areas Land Use Permit Approval: In accordance with LUC 20.30P.150 a Critical Areas Land Use Permit automatically expires and is void if the applicant fails to file for a Clearing and Grading Permit or other necessary development permits within one year of the effective date of the approval.

COMPLIANCE WITH BELLEVUE CITY CODES AND ORDINANCES:

The applicant shall comply with all applicable Bellevue City Codes and Ordinances including but not limited to:

Clearing and Grading Code - BCC 23.76	Savina Uzunow,	425-452-7860
Bellevue Development Standards	Savina Uzunow,	425-452-7860
Transportation Code - BCC 14.60	Abdy Farid ,	425-452-7698
Trans. Development Review - BCC.22.16	Abdy Farid,	425-452-7698
Right-of-Way Use Permit - BCC 14.30	Tim Stever,	425-425-4294
Bellevue Utilities Code - BCC Title 24	Arturo Chi,	425-452-4119
Land Use Code (LUC) - BCC Title 20	E Stead,	425-452-2725
Sign Code - BCC Title 22B	E Stead,	425-452-2725
Noise Control - BCC 9.18	E Stead,	425-452-2725
Uniform Fire Code - BCC 23.11	Adrian Jones,	425-452-6032

A. GENERAL CONDITIONS: The following conditions apply to all phases of development.

1. CONSTRUCTION NOISE HOURS

Noise related to construction is allowed from 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday, except for Federal holidays and as further defined by the Bellevue City Code. Exceptions to the construction noise hours limitation contained in the Noise Control Code MAY be granted pursuant to 9.18.020C.1 when necessary to accommodate construction which cannot be undertaken during exempt hours. Written requests for exemption from the Noise Control Code must be submitted two weeks prior to the scheduled onset of extended hour construction activity.

Reviewer: E Stead, Land Use
Authority: BCC 9.18.020, .040

2. USE OF BEST AVAILABLE NOISE ABATEMENT TECHNOLOGY

The use of best available noise abatement technology consistent with feasibility is required during construction to mitigate construction noise impacts to surrounding uses. Operational noise must comply with COB Noise Code, BCC 9.18 at all times.

Reviewer: E Stead, Land Use
Authority: BCC 9.18.020F

3. PRELIMINARY DESIGN, UTILITY CODES AND ENGINEERING STANDARDS

Utility review has been completed on the preliminary information submitted at the time of this application. The review of this application has no implied approvals for water, sewer and storm drainage components of the project. Final plan approval will occur under a Utility Extension Agreement which will be required for review and approval of the utility design. Submittal of the utility extension will coincide with future clearing and grading permit review. Final civil engineering may require changes to the site layout to accommodate the utilities.

Reviewer: Art Chi, Utilities
Authority: BCC Title 24.02, 24.04, 24.06

B. PRIOR TO CLEARING AND GRADING (CG) PERMIT: The following conditions are imposed to ensure compliance with the relevant decision criteria and Code requirements and to mitigate adverse environmental impacts not addressed through applicable Code provisions. These conditions must be complied with on plans submitted with the Clearing & Grading or Demolition permit application:

1. RIGHT-OF-WAY USE PERMIT

Prior to issuance of any construction or clearing and grading permit, the applicant shall secure applicable right-of-way use permits from the City's Transportation Department, which may include:

- a) Designated truck hauling routes.
- b) Truck loading/unloading activities.
- c) Location of construction fences.
- d) Hours of construction and hauling.
- e) Requirements for leasing of right of way or pedestrian easements.
- f) Provisions for street sweeping, excavation and construction.
- g) Location of construction signing and pedestrian detour routes.
- h) All other construction activities as they affect the public street system.

In addition, the applicant shall submit for review and approval a plan for providing pedestrian access during construction of this project. Access shall be provided at all times during the construction process, except when specific construction activities such as shoring, foundation work, and construction of frontage improvements prevents access. General materials storage and contractor convenience are not reasons for preventing access.

The applicant shall secure sufficient off-street parking for construction workers before the issuance of a clearing and grading, building, a foundation or demolition permit.

AUTHORITY: BCC 11.70 & 14.30

Reviewer: Tim Stever, Transportation Department, (425) 452-4294

2. CIVIL ENGINEERING PLANS – TRANSPORTATION

Civil engineering plans produced by a qualified engineer must be approved by the Transportation Department prior to issuance of the clearing and grading permit. The design of all street frontage improvements and driveway accesses must be in conformance with the requirements of the Americans with Disabilities Act, the Transportation Development Code, the provisions of the Transportation Department Design Manual, and specific requirements stated elsewhere in this document. All relevant standard drawings from the Transportation Department Design Manual shall be copied exactly into the final engineering plans. Requirements for the engineering plans include, but are not limited to:

- a) Traffic signs and markings.
- b) Curb, gutter, sidewalk, and driveway approach design. (The engineering plans shall be the controlling document on the design of these features; architectural and landscape plans must conform to the engineering plans as needed.)

- c) Handicapped ramps.
- d) Sight distance. (Show the required sight triangles and include any sight obstructions, including those off-site.)
- e) Location of fixed objects in the sidewalk or near the driveway approach.
- f) Trench restoration within any right of way or access easement.

Miscellaneous:

- ♦ Driveway radius for the proposed 30-foot wide driveway on SE 30th will be at least 50 feet.
- ♦ Vehicle and pedestrian sight distance must be provided per BCC 14.60.240 and 14.60.241. Sight distance triangles must be shown at all driveway locations and must consider all fixed objects and mature landscape vegetation. Vertical as well as horizontal line of sight must be considered when checking for sight distance.

AUTHORITY: BCC 14.60; Transportation Department Design Manual
Reviewer: Abdy Farid (425) 452-7698

3. PESTICIDES, INSECTICIDES AND FERTILIZERS

The applicant must submit as part of the required clearing & grading permit information regarding the use of pesticides, insecticides, and fertilizers in accordance with the City of Bellevue's "Environmental Best Management Practices" for possible use if needed in future.

Reviewer: K LeClair, Land Use
Authority: BCC 23.76.100

C. PRIOR TO BUILDING PERMIT (BP): The following conditions are required by City Code. Unless specified otherwise below, these conditions must be complied with on plans submitted with the Building Permit application:

1. EXTERIOR LIGHTING

In order to mitigate potential impacts to nearby neighborhoods and the proposed mixed-use development, the light sources shall be incorporated into the parking garage design so as not to provide light and glare and spillover. Lighting fixtures shall incorporate cutoff shields to minimize off-site impacts. Rooftop parking area lights shall have cutoff shields.

Reviewer: E Stead, Land Use
Authority: Land Use Code 20.20.522

2. PROJECT PHASING

This proposal contains different phases of construction activities. The owner shall be required to work with the selected contractor to determine how construction patterns and staging will take place on the site. The owner and contractor must also address how occupants will be protected as demolition and construction activities take place from one area to another. Construction work

areas and staging areas must be isolated from occupied areas of the site and from egress routes leading from those occupied areas to the public way. To address these issues, the owner and selected contractor are required to submit a phasing plan for review and approval by the City before each phase change in construction that effects fire access or occupants ingress/egress. This information should be part of the bid package to inform the selected of the phasing responsibilities and occupant protection issues. Additionally, phased construction and simultaneous occupancy of adjacent areas must be **APPROVED** by the City of Bellevue **BEFORE** such conditions can be permitted. A fire/life safety plan shall be submitted for the project immediately upon notice of award of contract (IBC/IFC).

Reviewer: Building and Fire
Authority: 2009 IBC Section 110.1 and Chapter 33

3. TRANSPORTATION IMPACT FEE

Payment of the traffic impact fee will be required at the time of building permit issuance. This fee is subject to change and the fee schedule in effect at the time of building permit issuance will apply.

AUTHORITY: BCC 22.16
Reviewer: Abdy Farid (425) 452-7698

4. EXISTING EASEMENTS

There are utility easements contained on this site which are affected by this development. Any negative impact that this development has on those easements must be mitigated or easements relinquished.

AUTHORITY: BCC 14.60.100
Reviewer: Tim Stever (425) 452-4294

5. ROOF-TOP MECHANICAL EQUIPMENT

Since mechanical rooftop equipment is unable to be screened due to the placement of photovoltaic panels and skylights all equipment is required to be painted to match the rooftop surface. The allowance for painting versus screening is made to assist the project's goals of attaining a LEED Gold rating. The mechanical equipment is required to be painted a non-reflective white to match the surface of the rooftop.

Reviewer: E Stead, Land Use
Authority: LUC 20.20.525.

C. PRIOR TO START OF CONSTRUCTION

1. FEE IN LIEU

Documentation regarding the KCSWD participation in the King County in-Lieu Fee Mitigation Program is required. The applicant will be acquiring 4.88 mitigation credits from the program, and shall provide documentation prior to issuance of Building Permit.

Reviewer: E. Stead, Land Use
Authority: LUC 20.25H.210

D. PRIOR TO ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY (CO)

1. SIGN PERMIT PACKAGE

The applicant shall submit a complete sign design package for City review and approval prior to the issuance of any occupancy permits for the building. All signs shall be an integral part of the architectural design and signs at or near the street shall be scaled to the pedestrian environment.

Reviewer: E Stead, Land Use
Authority: LUC 20.25A.110.B.7.a-c, BCC 22B.10 (Sign Code)

2. INDIVIDUAL SIGN PERMITS

Design review of individual signs and compliance will occur through review of each sign permit application. The sign review package plans, elevations, and/or sketches shall include, but are not limited to:

- Location and Illumination
- Color and Materials
- Design – including integration with overall building design

Reviewer: E Stead, Land Use
Authority: LUC 20.30F, BCC 22B.10.025.B.4

3. STREET FRONTAGE IMPROVEMENTS

All street frontage improvements and other required transportation elements, including street light revisions, must be constructed by the applicant and accepted by the City Inspector. All existing street light apparatus affected by this development, including power poles, must be relocated as necessary. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible. Frontage improvements must be installed prior to Certificate of Occupancy.

AUTHORITY: BCC 14.60.090, 110, 120, 150, 181, 200, 210, 240, 241;
Transportation Department Design Manual Sections 9, 12, 14, 19, 20; and
Transportation Department Design Manual Standard Drawings DEV-2, DEV-7A,
DEV-9, DEV-10, TE-4, TE-5, TE-7, TE-10, TE-11, TE-12 and TE-21.

Reviewer: Abdy Farid (425) 452-7698

4. PAVEMENT RESTORATION

Pavement restoration associated with street frontage improvements or to repair damaged street surfaces shall be provided as follows:

- a) Near this project SE 30th and SE 32nd have been classified as “Overlay Required” with the City’s trench restoration program; therefore, a grind and overlay will also be required. The grind and overlay would likely be for a length of at least 50 feet for the full width of any affected lane or entire roadway section. Details of any trench restoration must be shown on the engineering plans.

AUTHORITY: BCC 14.60. 250; Design Manual Design Standard #21

Reviewer: Tim Stever (425) 452-4294

ATTACHMENTS – A: PROJECT PLANS

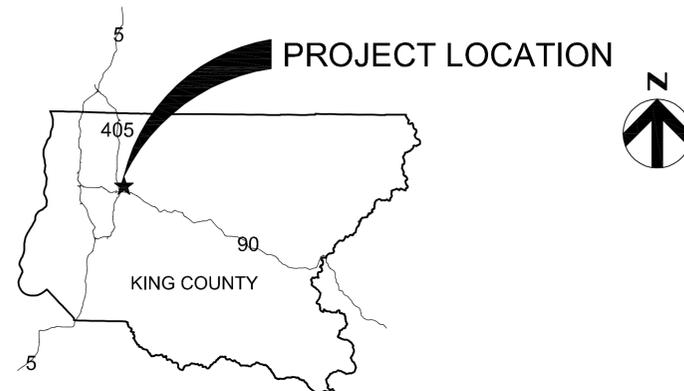


King County

Department of Natural Resources & Parks
Solid Waste Division

HDR

HDR Engineering, Inc.



PROJECT VICINITY MAP
NOT TO SCALE

Contract Drawings For

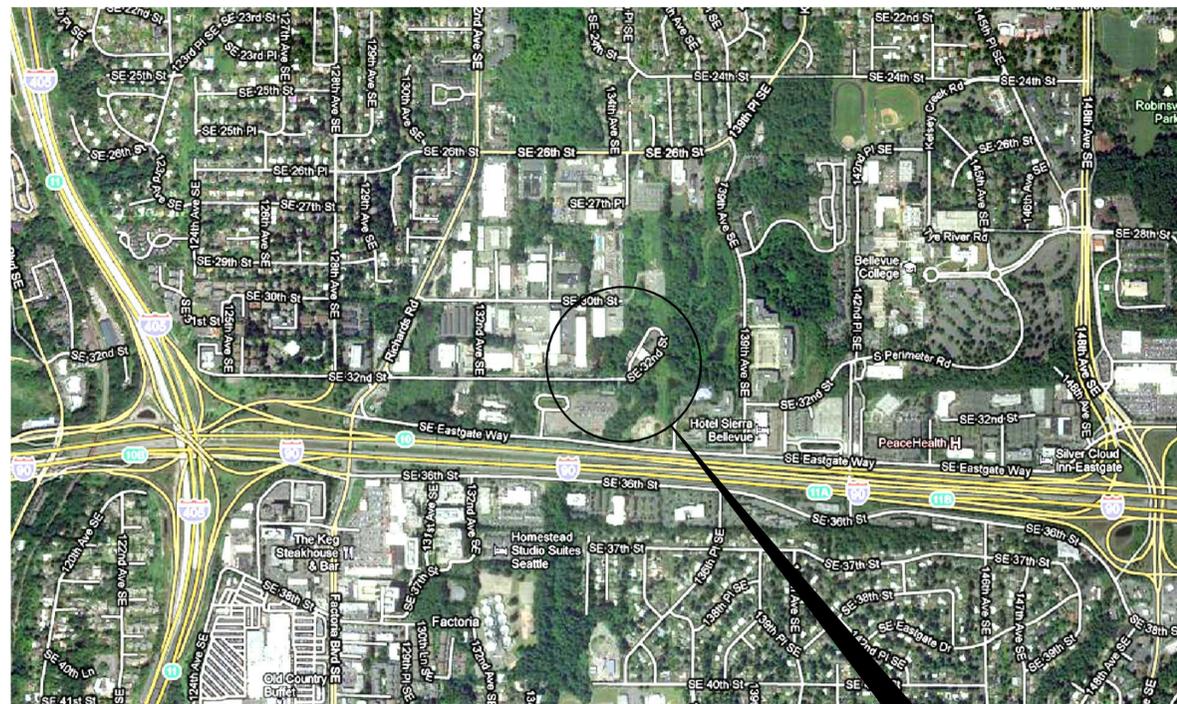
FACTORIA RECYCLING AND TRANSFER STATION

LAND USE APPROVAL APPLICATION

Contract No.
XXXX

Project No.
00000000154267

13800 SE 32nd St
Bellevue, Washington
Phone # 425-450-6200
February 25, 2012



PROJECT SITE MAP
NOT TO SCALE

PROJECT SITE
LOCATION

INDEX

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6	PROPOSED DETAILED SITE PLAN - AREA 3
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8	GENERAL SURVEY CONTROL
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10	OVERALL GRADING PLAN
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13	TS OVERALL LOWER LEVEL PLAN
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Factoria Recycling and Transfer Station Replacement Project City of Bellevue Conditional Use Permit Application - Statistical Information Sheet		
Item#	Item Description	
1	Land Use Zone	Light Industrial (LI)
2	Site Area, in square feet and acres	679,536 sf / 15.6 acres
3	Site Data Summary	Required / Allowed Proposed
3a	Number of dwelling units per acre	N/A
3b	Total number of dwelling units	N/A
3c	Area of each proposed structure	Total footprint: 62,300 sf
	Net	Transfer Station: 52,900 sf Admin Bldg: 4,600 sf HHW: 4,800 sf
	Net leasable (for shopping center)	N/A
	Gross	Transfer Station: 70,751 sf Admin Bldg: 4,600 sf HHW: 4,800 sf
3d	Floor Area Ratio (F.A.R.)*	Maximum allowable floor area: 314,599 Total gross floor area: 79,971 sf
3e	Area of proposed building by use	Total footprint: 62,300 sf
	Net	Transfer Station: 52,900 sf Admin Bldg: 4,600 sf HHW: 4,800 sf
	Gross	Transfer Station: 70,751 sf Admin Bldg: 4,600 sf HHW: 4,800 sf
4	Percentage of lot coverage	339,768 sf (50%) 62,300 sf (9%)
5	Amount of impervious area in square feet	577,605 sf (85%) 210,656 sf (31%)
6	Cut/fill (cubic yards)	N/A 161,240 cy cut/ 51,190 cy fill
7	Building height: Measured from avg. existing grade in Shoreline & Transition Areas; measured from average finished grade for all other areas.	HHW: 150 feet, HHW Canopy: 150 feet, Transfer St./Recycling: 141 feet, Admin. Building: 154 feet, Scale Plaza: 165 feet HHW: 118 feet, HHW Canopy: 127 feet, Transfer St./Recycling: 139 feet, Admin. Building: 128 feet, Scale Plaza: 131 feet
8	Parking: Total # of spaces for the project.	N/A 13
8a	# of spaces by each proposed use	N/A N/A
8b	The percentage of compact stalls	N/A N/A
8c	The percentage of handicapped stalls	N/A 15%
9	Area of Proposed Landscaping or mitigation	431,350 sf / 9.9 acres
9a	Adjacent to right-of-way	10 ft of Type II landscaping 10 ft of Type II landscaping
9b	Adjacent to interior property lines	10 ft of Type III landscaping Alternative Landscaping Option
9c	Within the parking area	227.5 sf Alternative Landscaping Option
9d	Significant Trees to be retained	15% 21%

* Per COB Code 20.25.H.045 (Development Density/Intensity), the FAR category represents the Maximum Allowable Floor Area in the LI Zone when a site contains critical areas



PARCEL A, CITY OF BELLEVUE
BOUNDARY LINE ADJUSTMENT
NUMBER 11-114500-LW, AS
RECORDED UNDER RECORDING
NUMBER 20120323900003,
RECORDS OF KING COUNTY,
WASHINGTON.



ISSUE	DATE	DESCRIPTION

PROJECT MANAGER	ERIC MEAD
PROJECT NUMBER	00000000154267

**PRELIMINARY
NOT FOR
CONSTRUCTION
OR
RECORDING**

King County
Department of Natural Resources & Parks
Solid Waste Division
**FACTORIA RECYCLING AND
TRANSFER STATION**

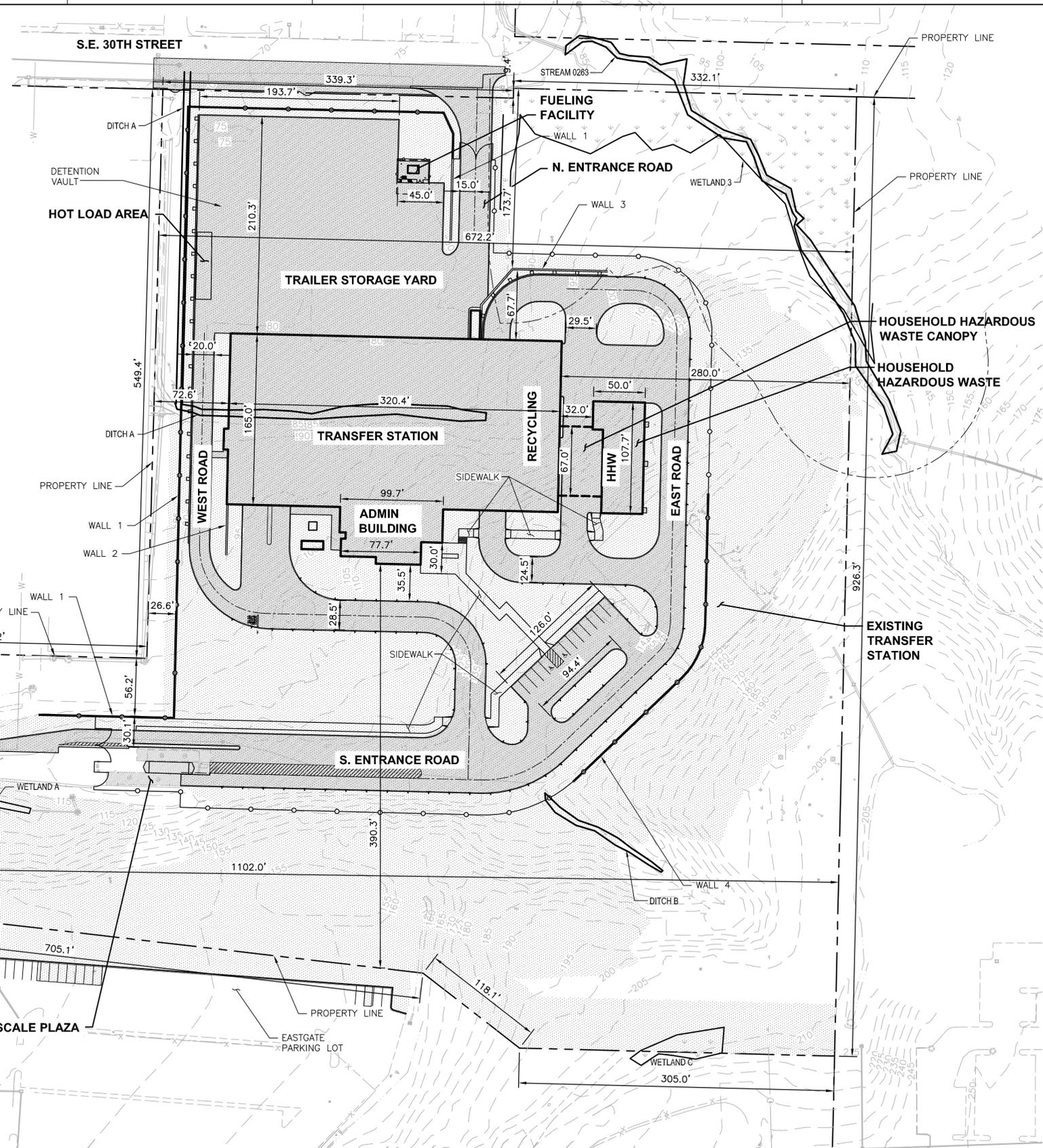
**OVERALL EXISTING SITE PLAN
PERMIT DRAWING SET**

0 1" 2"
SCALE 1" = 60'

FILENAME	P1.dwg	SHEET	1
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- GENERAL NOTES:
1. OVERALL SITE WORK SHOWN IN HATCHED AREA. THE DENSER HATCH IS PROPOSED IMPERVIOUS WORK.
 2. SETBACKS - FRONT 15 FEET (OFF SE 32ND STREET), SIDE AND REAR - 0 FEET.
 3. ANY PEDESTRIAN WALKWAY WILL BE PERVIOUS PAVEMENT.

PARCEL A, CITY OF BELLEVUE
BOUNDARY LINE ADJUSTMENT
NUMBER 11-114500-LW, AS
RECORDED UNDER RECORDING
NUMBER 20120323900003,
RECORDS OF KING COUNTY,
WASHINGTON.



ISSUE	DATE	DESCRIPTION

PROJECT MANAGER	ERIC MEAD
PROJECT NUMBER	000000001154267

**PRELIMINARY
NOT FOR
CONSTRUCTION
OR
RECORDING**

King County
Department of Natural Resources & Parks
Solid Waste Division

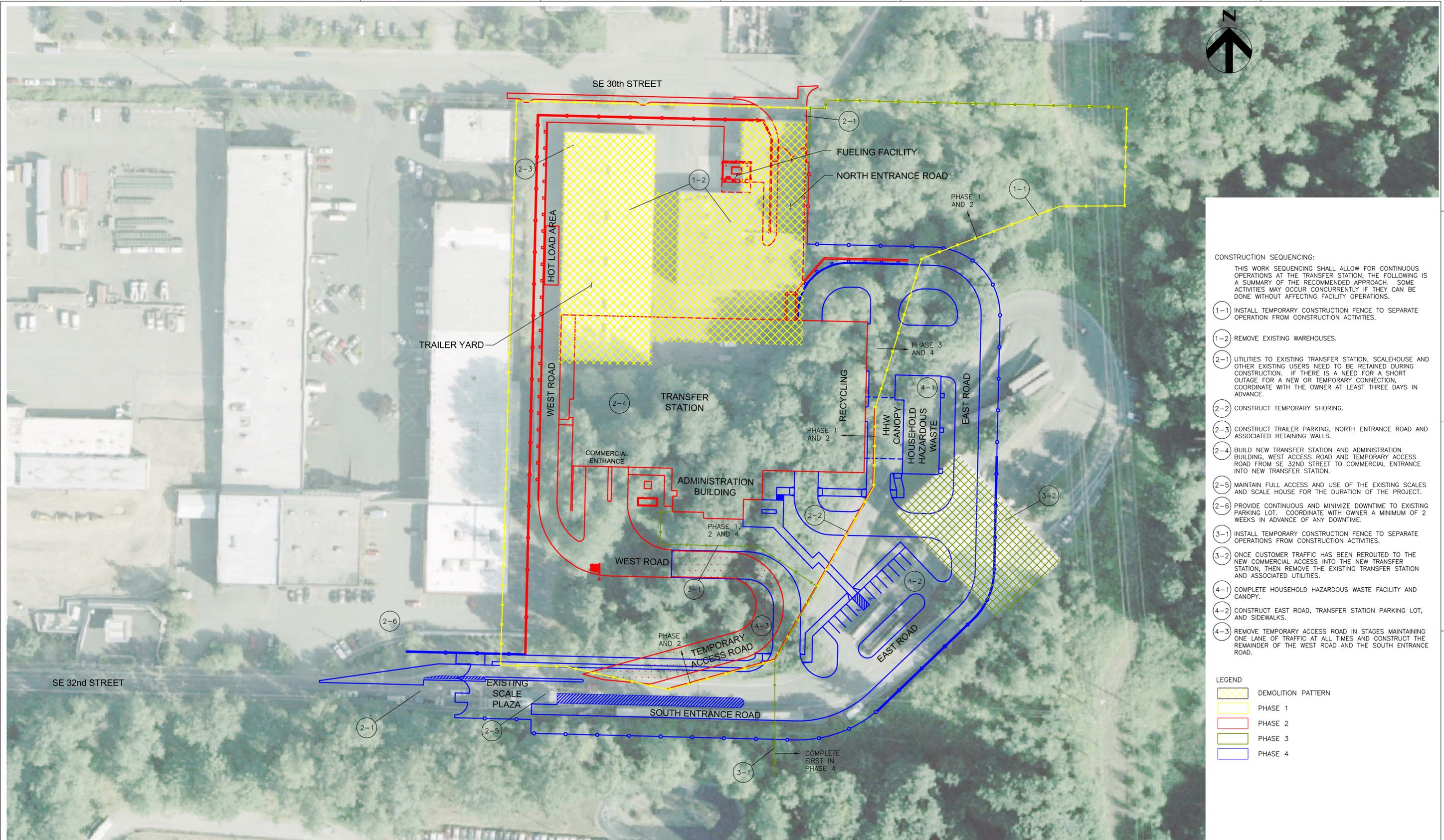
**FACTORIA RECYCLING AND
TRANSFER STATION**

**OVERALL PROPOSED SITE PLAN
PERMIT DRAWING SET**

0 1" 2"

FILENAME	P2.dwg	SHEET	2
SCALE	1" = 60'		

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CONSTRUCTION SEQUENCING:
 THIS WORK SEQUENCING SHALL ALLOW FOR CONTINUOUS OPERATIONS AT THE TRANSFER STATION, THE FOLLOWING IS A SUMMARY OF THE RECOMMENDED APPROACH. SOME ACTIVITIES MAY OCCUR CONCURRENTLY IF THEY CAN BE DONE WITHOUT AFFECTING FACILITY OPERATIONS.

- (1-1) INSTALL TEMPORARY CONSTRUCTION FENCE TO SEPARATE OPERATION FROM CONSTRUCTION ACTIVITIES.
- (1-2) REMOVE EXISTING WAREHOUSES.
- (2-1) UTILITIES TO EXISTING TRANSFER STATION, SCALEHOUSE AND OTHER EXISTING USERS NEED TO BE RETAINED DURING CONSTRUCTION. IF THERE IS A NEED FOR A SHORT OUTAGE FOR A NEW OR TEMPORARY CONNECTION, COORDINATE WITH THE OWNER AT LEAST THREE DAYS IN ADVANCE.
- (2-2) CONSTRUCT TEMPORARY SHORING.
- (2-3) CONSTRUCT TRAILER PARKING, NORTH ENTRANCE ROAD AND ASSOCIATED RETAINING WALLS.
- (2-4) BUILD NEW TRANSFER STATION AND ADMINISTRATION BUILDING, WEST ACCESS ROAD AND TEMPORARY ACCESS ROAD FROM SE 32ND STREET TO COMMERCIAL ENTRANCE INTO NEW TRANSFER STATION.
- (2-5) MAINTAIN FULL ACCESS AND USE OF THE EXISTING SCALES AND SCALE HOUSE FOR THE DURATION OF THE PROJECT.
- (2-6) PROVIDE CONTINUOUS AND MINIMIZE DOWNTIME TO EXISTING PARKING LOT. COORDINATE WITH OWNER A MINIMUM OF 2 WEEKS IN ADVANCE OF ANY DOWNTIME.
- (3-1) INSTALL TEMPORARY CONSTRUCTION FENCE TO SEPARATE OPERATIONS FROM CONSTRUCTION ACTIVITIES.
- (3-2) ONCE CUSTOMER TRAFFIC HAS BEEN REROUTED TO THE NEW COMMERCIAL ACCESS INTO THE NEW TRANSFER STATION, THEN REMOVE THE EXISTING TRANSFER STATION AND ASSOCIATED UTILITIES.
- (4-1) COMPLETE HOUSEHOLD HAZARDOUS WASTE FACILITY AND CANOPY.
- (4-2) CONSTRUCT EAST ROAD, TRANSFER STATION PARKING LOT, AND SIDEWALKS.
- (4-3) REMOVE TEMPORARY ACCESS ROAD IN STAGES MAINTAINING ONE LANE OF TRAFFIC AT ALL TIMES AND CONSTRUCT THE REMAINDER OF THE WEST ROAD AND THE SOUTH ENTRANCE ROAD.

LEGEND

	DEMOLITION PATTERN
	PHASE 1
	PHASE 2
	PHASE 3
	PHASE 4



ISSUE	DATE	DESCRIPTION

PROJECT MANAGER	ERIC MEAD
PROJECT NUMBER	00000000154267

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King County
 Department of Natural Resources & Parks
 Solid Waste Division

**FACTORIA RECYCLING AND
TRANSFER STATION**

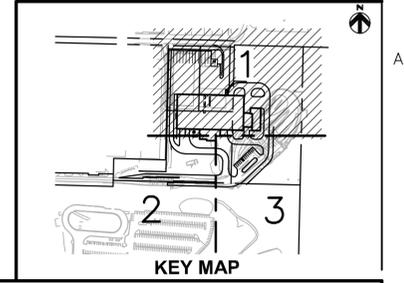
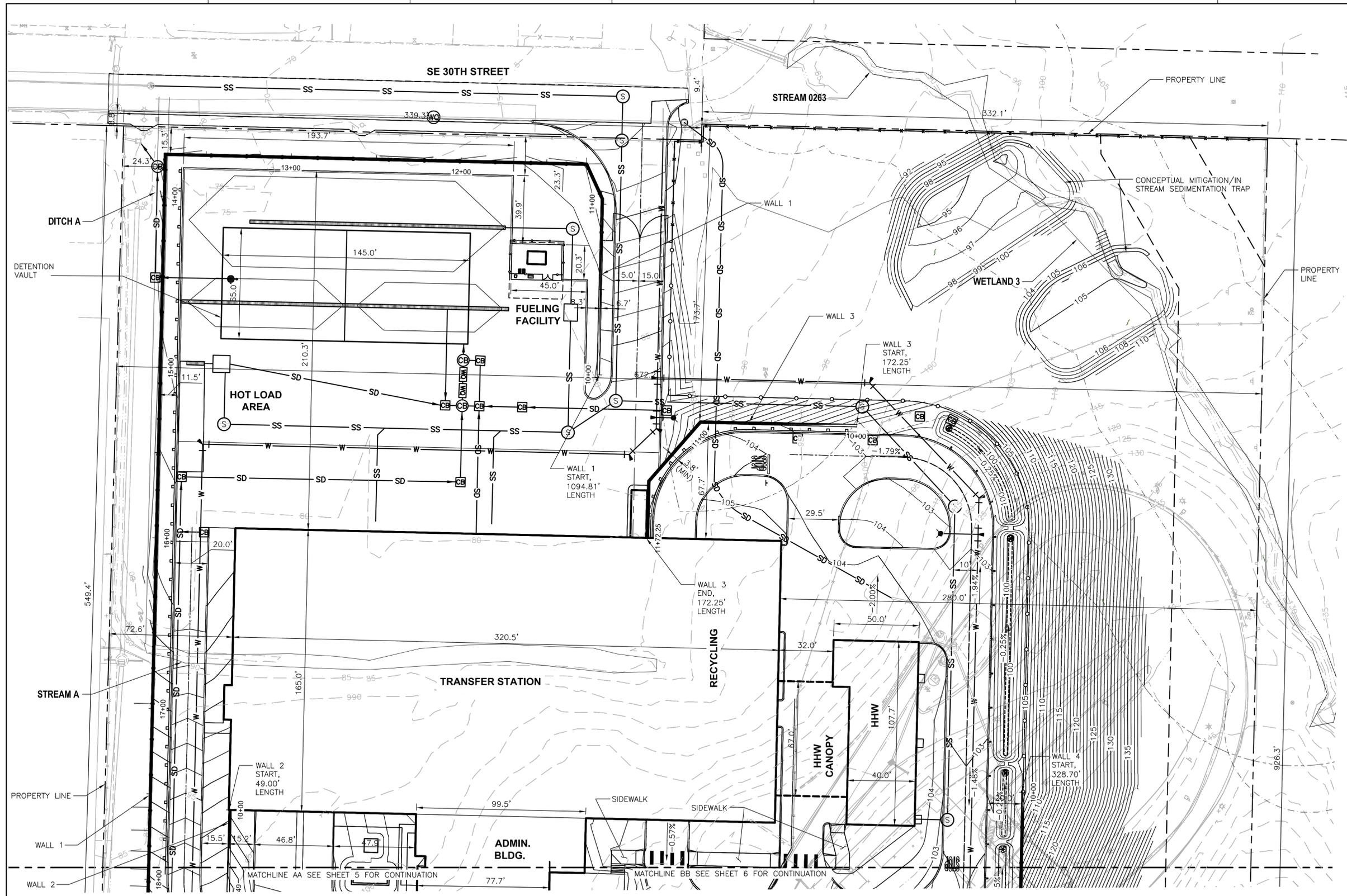
**OVERALL CONSTRUCTION
PHASING PLAN
PERMIT DRAWING SET**

	FILENAME P3.dwg SCALE 1" = 50'	SHEET 3
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GENERAL NOTES:

1. SE 30TH STREET IMPROVEMENTS PER CITY OF BELLEVUE REQUIREMENTS TO BE DEVELOPED DURING LATER DESIGN PHASE.
2. SETBACKS - FRONT 15 FEET (OFF SE 32ND STREET), SIDE AND REAR - 0 FEET.
3. ANY PEDESTRIAN WALKWAY WILL BE PERVIOUS PAVEMENT.



ISSUE	DATE	DESCRIPTION

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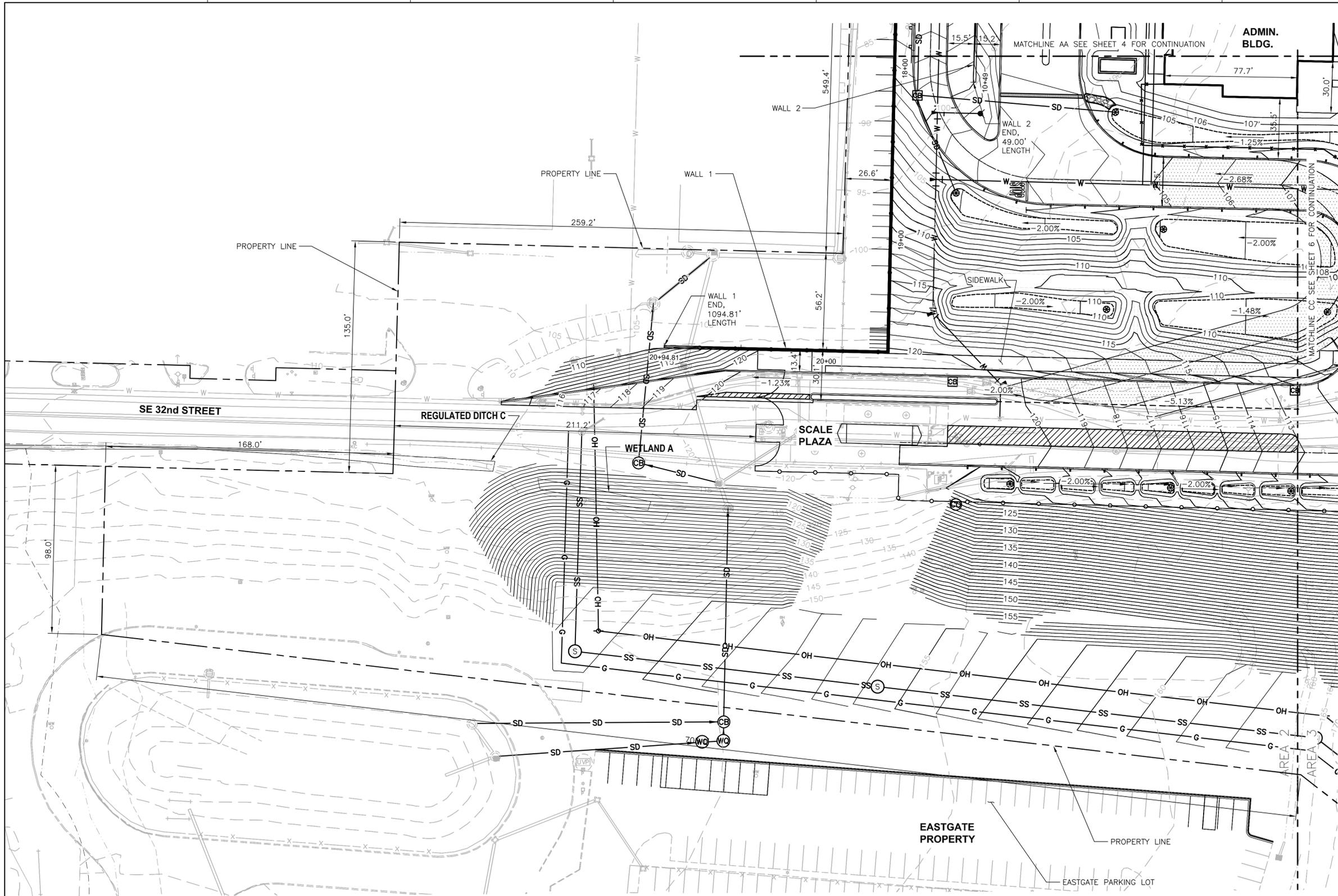
King County
Department of Natural Resources & Parks
Solid Waste Division

**FACTORIA RECYCLING AND
TRANSFER STATION**

**PROPOSED DETAILED SITE PLAN
AREA 1
PERMIT DRAWING SET**

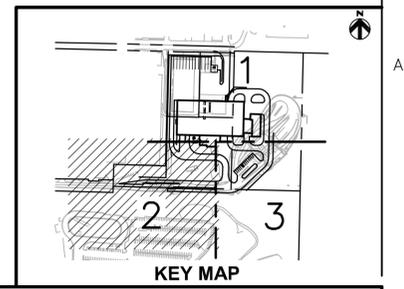
0 1" 2"

FILENAME	P4.dwg	SHEET	4
SCALE	1" = 30'		



GENERAL NOTES:

1. SE 30TH STREET IMPROVEMENTS PER CITY OF BELLEVUE REQUIREMENTS TO BE DEVELOPED DURING LATER DESIGN PHASE.
2. SETBACKS - FRONT 15 FEET (OFF SE 32ND STREET), SIDE AND REAR - 0 FEET.
3. ANY PEDESTRIAN WALKWAY WILL BE PERVIOUS PAVEMENT.



HDR Engineering, Inc.

ISSUE	DATE	DESCRIPTION

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PROJECT NUMBER	00000000154267

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King County
Department of Natural Resources & Parks
Solid Waste Division
**FACTORIA RECYCLING AND
TRANSFER STATION**



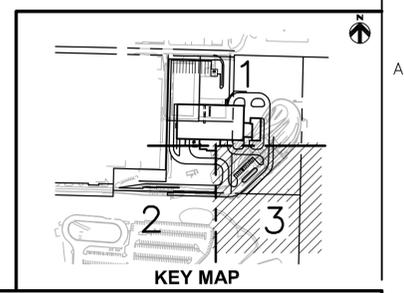
FILENAME	P5.dwg
SCALE	1" = 30'

SHEET	5
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**PROPOSED DETAILED SITE PLAN
AREA 2
PERMIT DRAWING SET**



- GENERAL NOTES:
1. SE 30TH STREET IMPROVEMENTS PER CITY OF BELLEVUE REQUIREMENTS TO BE DEVELOPED DURING LATER DESIGN PHASE.
 2. SETBACKS - FRONT 15 FEET (OFF SE 32ND STREET), SIDE AND REAR - 0 FEET.
 3. ANY PEDESTRIAN WALKWAY WILL BE PERVIOUS PAVEMENT.



ISSUE	DATE	DESCRIPTION

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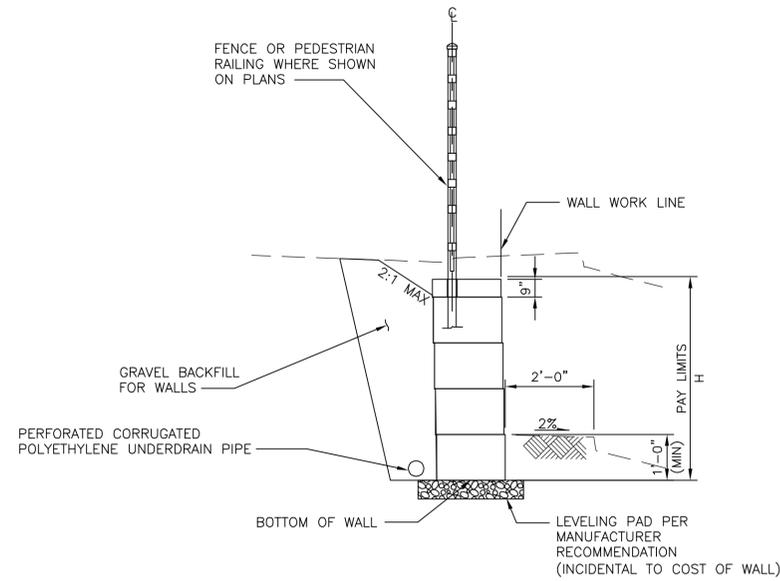


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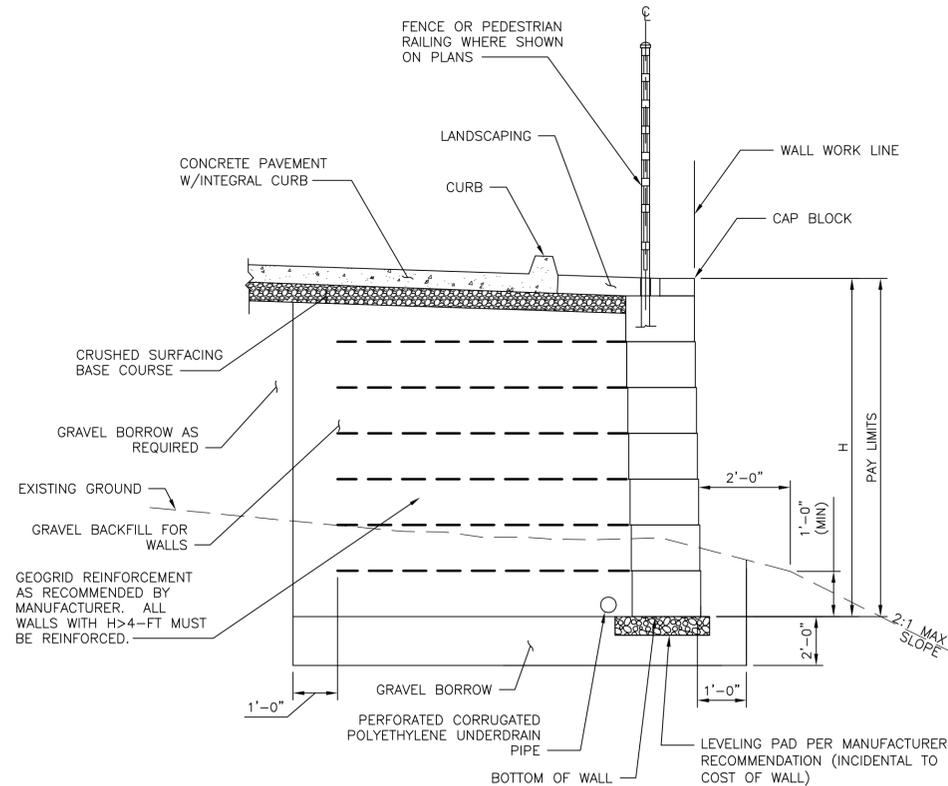
**FACTORIA RECYCLING AND
TRANSFER STATION**

**PROPOSED DETAILED SITE PLAN
AREA 3
PERMIT DRAWING SET**

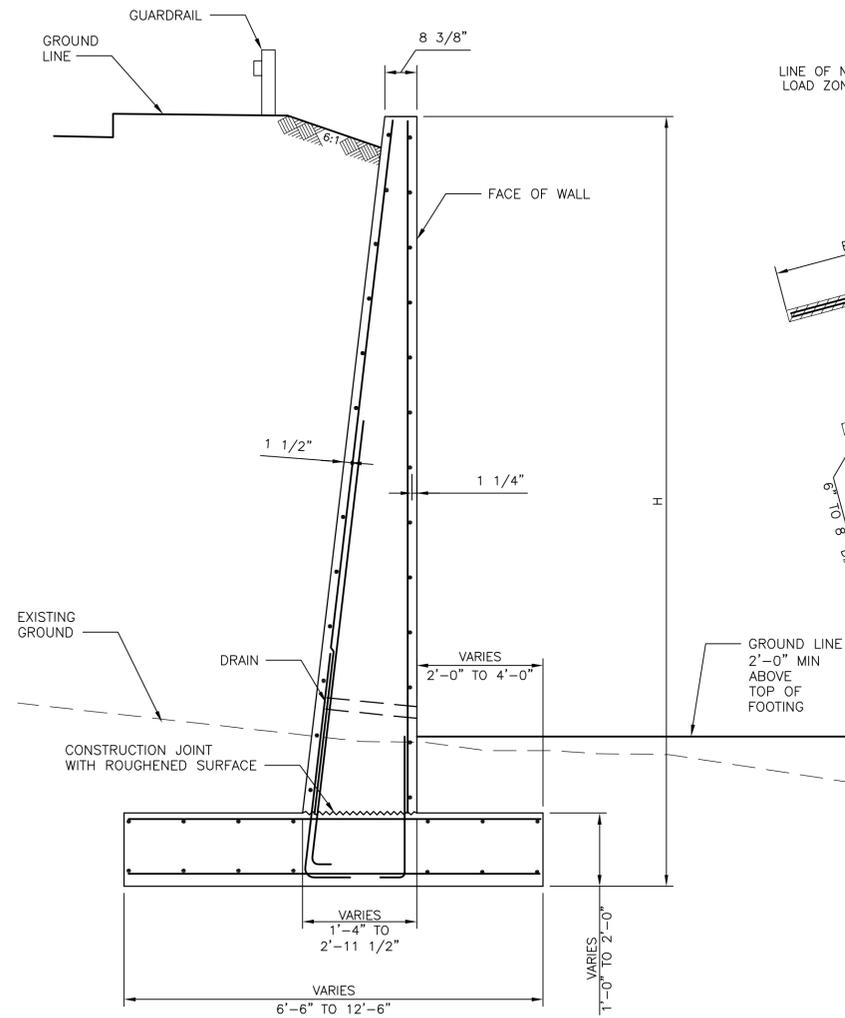
	FILENAME P6.dwg SCALE 1" = 30'	SHEET 6
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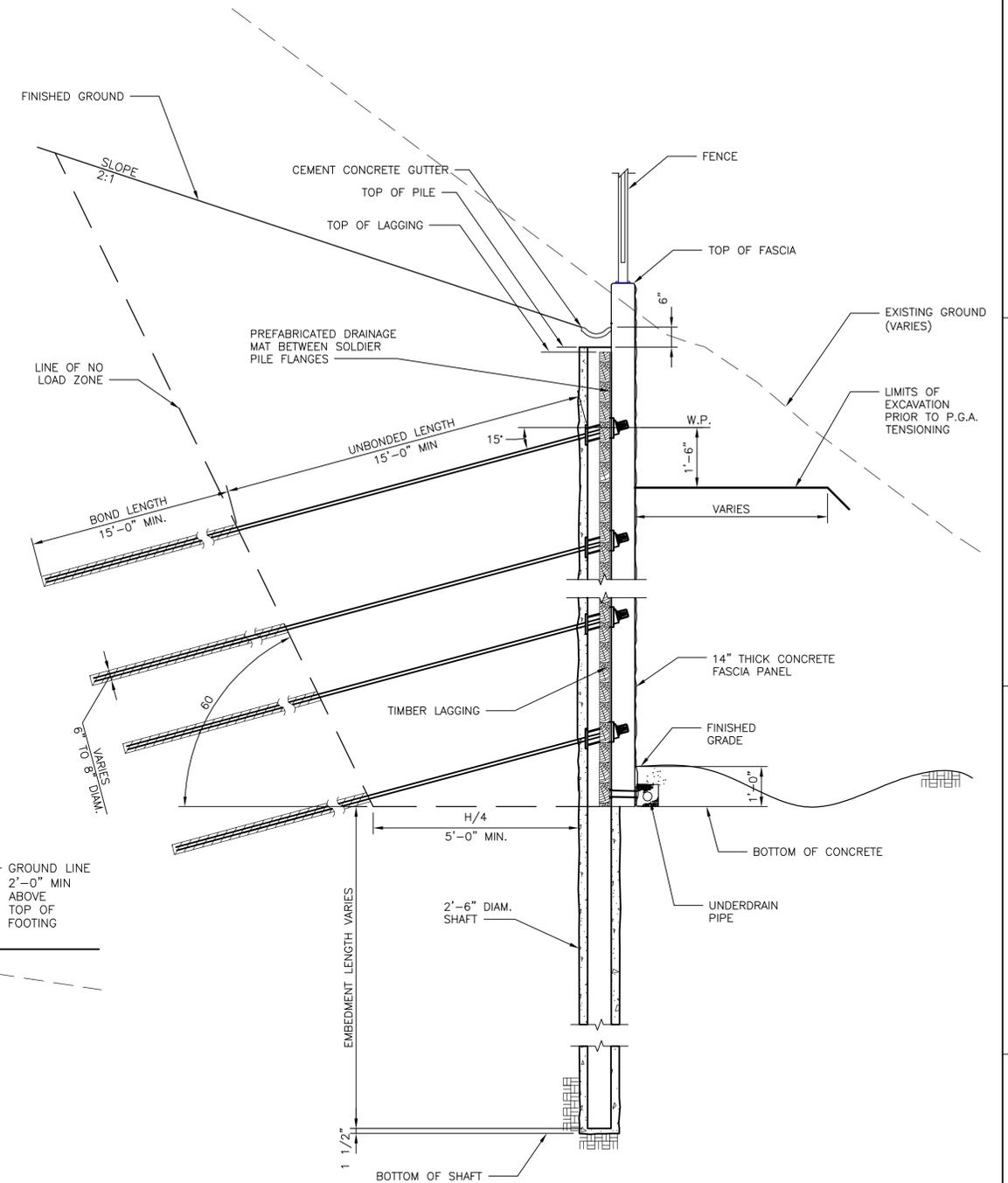
TYPICAL SECTION MODULAR BLOCK RETAINING WALL (H < 48")
NOT TO SCALE WALLS 1 & 2



TYPICAL SECTION MSE MODULAR BLOCK RETAINING WALL (H > 48")
NOT TO SCALE WALLS 1 & 2



TYPICAL SECTION WALL 3
NOT TO SCALE



TYPICAL SECTION SOLDIER PILE WALL W/ P.G.A.
NOT TO SCALE WALL 4



HDR Engineering, Inc.

ISSUE	DATE	DESCRIPTION

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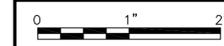
**PRELIMINARY
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Department of Natural Resources & Parks
King County Solid Waste Division

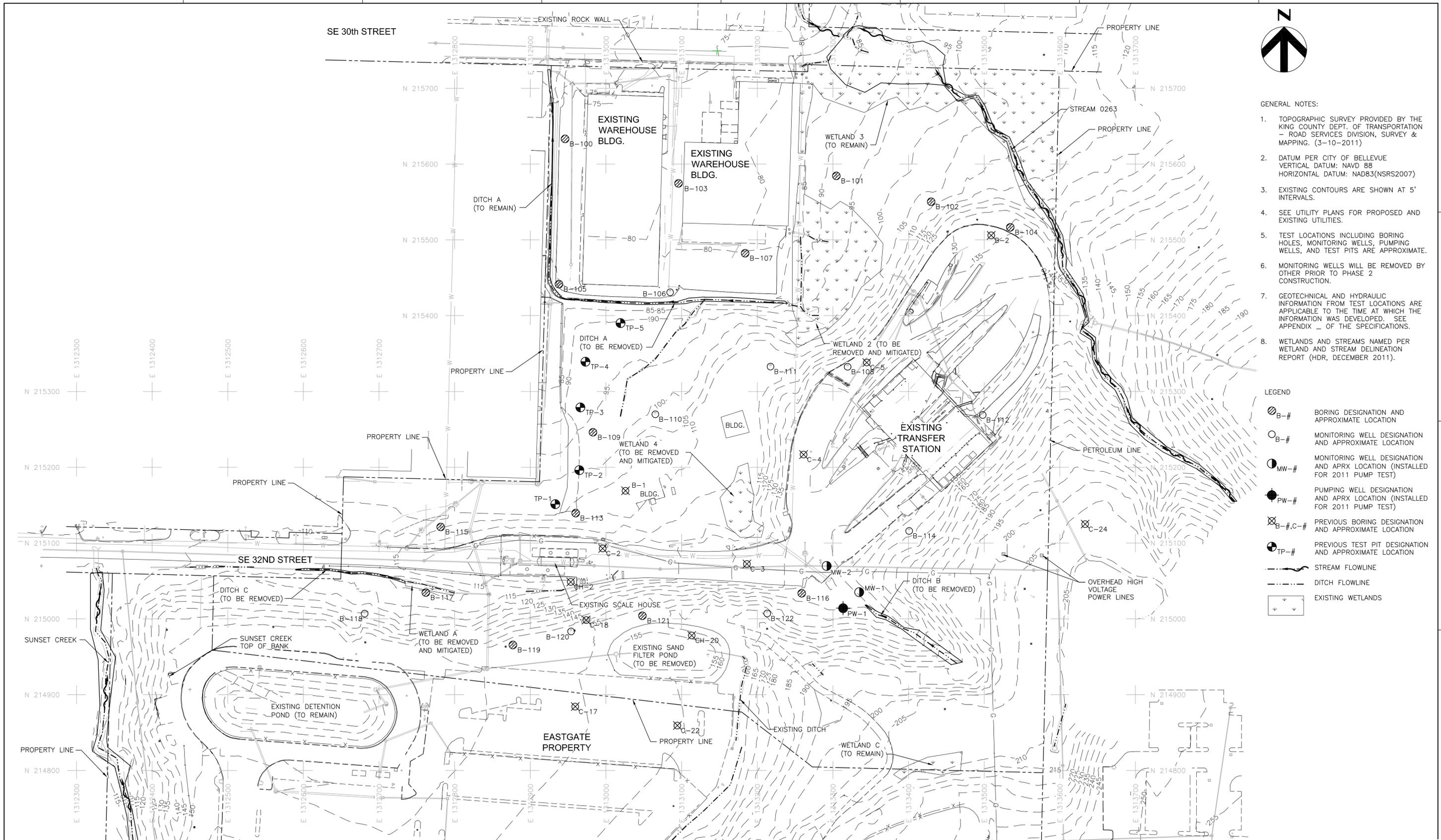
**FACTORIA RECYCLING AND
TRANSFER STATION**

**PROPOSED RETAINING WALL DETAILS
PERMIT DRAWING SET**



FILENAME	P7.dwg
SCALE	NOT TO SCALE

SHEET
7



- GENERAL NOTES:
1. TOPOGRAPHIC SURVEY PROVIDED BY THE KING COUNTY DEPT. OF TRANSPORTATION - ROAD SERVICES DIVISION, SURVEY & MAPPING. (3-10-2011)
 2. DATUM PER CITY OF BELLEVUE VERTICAL DATUM: NAVD 88 HORIZONTAL DATUM: NAD83(NSRS2007)
 3. EXISTING CONTOURS ARE SHOWN AT 5' INTERVALS.
 4. SEE UTILITY PLANS FOR PROPOSED AND EXISTING UTILITIES.
 5. TEST LOCATIONS INCLUDING BORING HOLES, MONITORING WELLS, PUMPING WELLS, AND TEST PITS ARE APPROXIMATE.
 6. MONITORING WELLS WILL BE REMOVED BY OTHER PRIOR TO PHASE 2 CONSTRUCTION.
 7. GEOTECHNICAL AND HYDRAULIC INFORMATION FROM TEST LOCATIONS ARE APPLICABLE TO THE TIME AT WHICH THE INFORMATION WAS DEVELOPED. SEE APPENDIX _ OF THE SPECIFICATIONS.
 8. WETLANDS AND STREAMS NAMED PER WETLAND AND STREAM DELINEATION REPORT (HDR, DECEMBER 2011).

- LEGEND
- B-# BORING DESIGNATION AND APPROXIMATE LOCATION
 - MW-# MONITORING WELL DESIGNATION AND APPROXIMATE LOCATION
 - MW-# MONITORING WELL DESIGNATION AND APRX LOCATION (INSTALLED FOR 2011 PUMP TEST)
 - PW-# PUMPING WELL DESIGNATION AND APRX LOCATION (INSTALLED FOR 2011 PUMP TEST)
 - B-#,C-# PREVIOUS BORING DESIGNATION AND APPROXIMATE LOCATION
 - TP-# PREVIOUS TEST PIT DESIGNATION AND APPROXIMATE LOCATION
 - STREAM FLOWLINE
 - DITCH FLOWLINE
 - EXISTING WETLANDS



ISSUE	DATE	DESCRIPTION

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Solid Waste Division

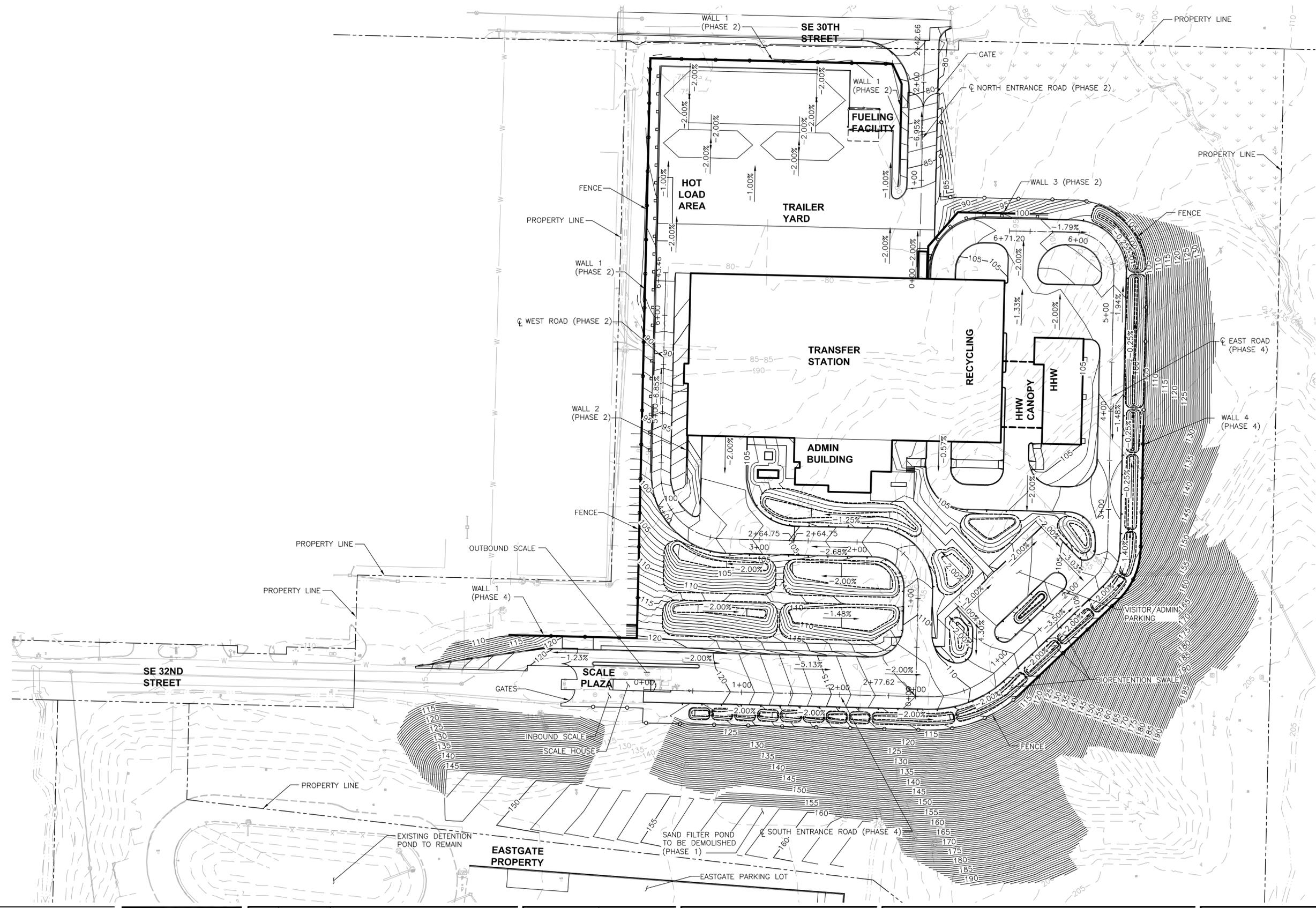
**FACTORIA RECYCLING AND
TRANSFER STATION**

**TOPOGRAPHIC SURVEY
PERMIT DRAWING SET**

	FILENAME P9.dwg SCALE 1" = 60'	SHEET 9
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- GENERAL NOTES:**
- DATUM PER CITY OF BELLEVUE
VERTICAL DATUM: NAVD 88
HORIZONTAL DATUM: NAD83(NSRS2007)
 - NEW AND EXISTING CONTOURS ARE SHOWN
IN 5' INTERVALS.
 - CONTOURS AND ELEVATIONS SHOWN ARE
FINISHED GRADE.



ISSUE	DATE	DESCRIPTION

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Solid Waste Division

**FACTORIA RECYCLING AND
TRANSFER STATION**

**OVERALL GRADING PLAN
PERMIT DRAWING SET**

0 1" 2"

FILENAME P10.dwg

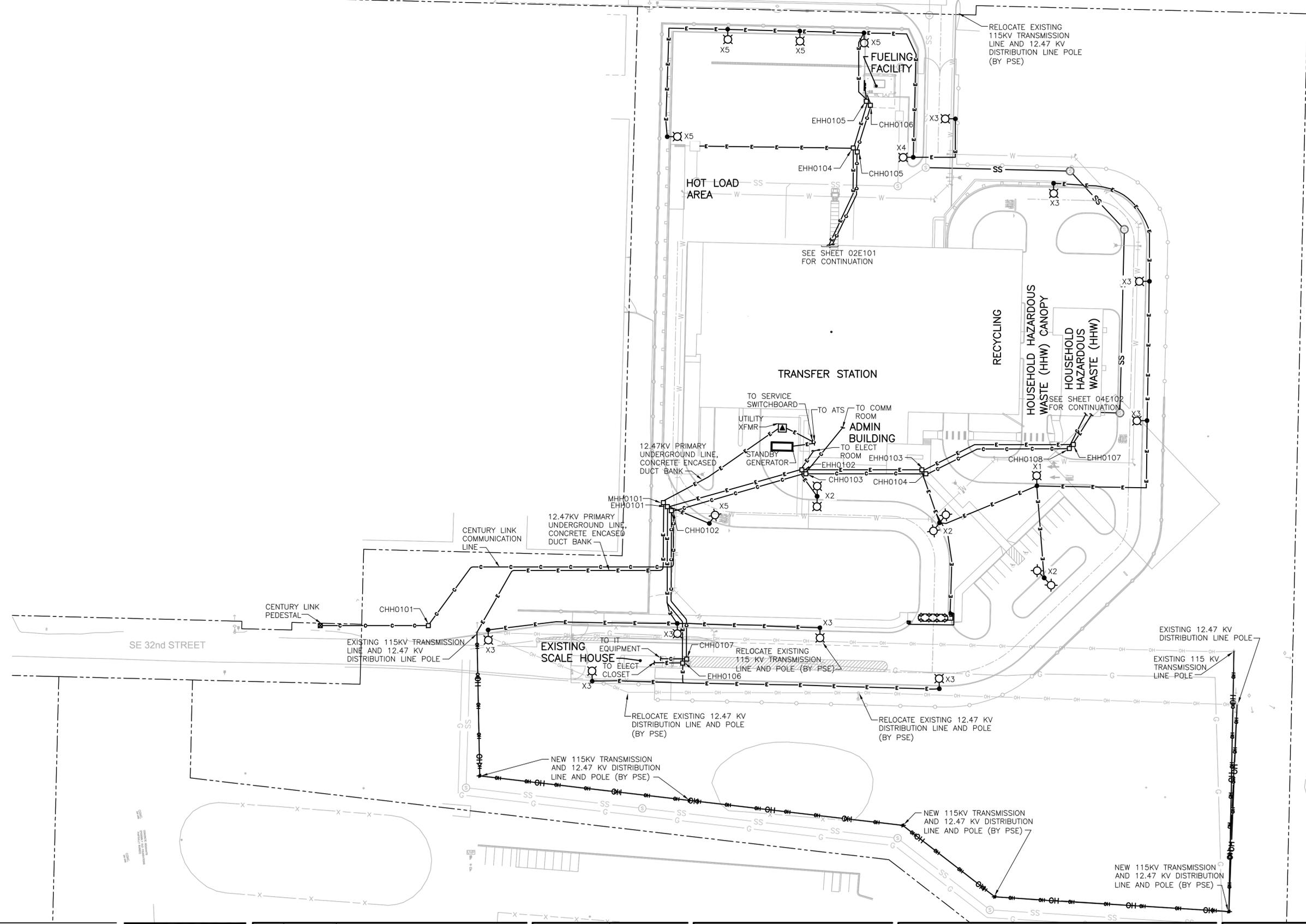
SCALE 1" = 50'

SHEET

10



LEGEND:
 OVERHEAD/EXTERIOR LIGHTING



ISSUE	DATE	DESCRIPTION

PROJECT MANAGER	ERIC MEAD
PROJECT NUMBER	00000000154267

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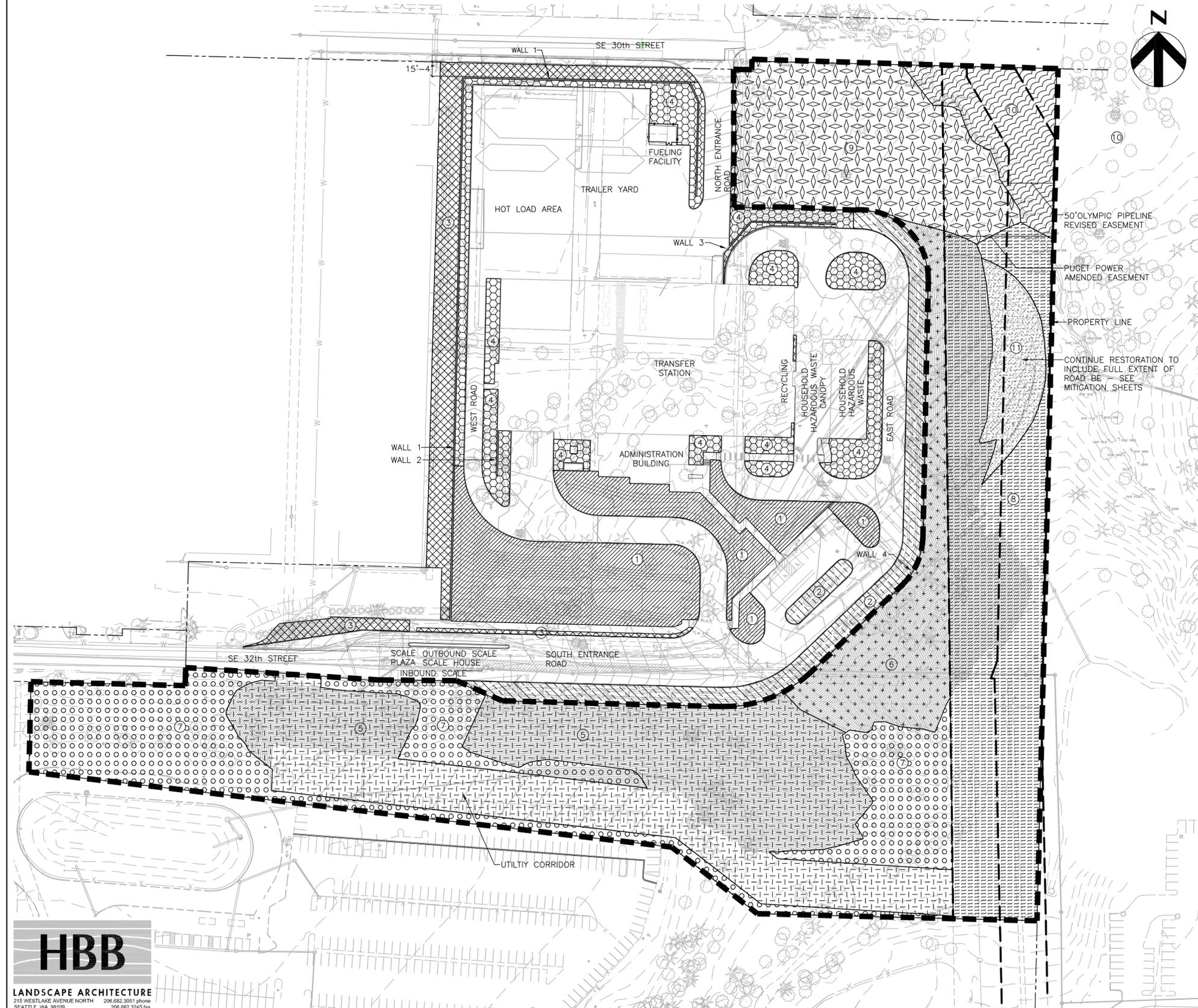
King County
 Department of Natural Resources & Parks
 King County Solid Waste Division
**FACTORIA RECYCLING AND
TRANSFER STATION**

**ELECTRICAL AND EXTERIOR LIGHTING SITE PLAN
PERMIT DRAWING SET**



FILENAME	P11.dwg
SCALE	1" = 50'

SHEET
11



PLANTING ZONES

- 42,519 S.F. RAIN GARDEN TYPE 1 (75% NATIVE / 25% ORNAMENTAL)
 DESCRIPTION: Occurs around the building and has open, mostly northern, exposures. Planted with mostly native Pacific Northwest shrubs and groundcover a scattering of ornamental plants for seasonal interest in the landscape occur throughout the planting.
 - 21,434 S.F. RAIN GARDEN TYPE 2 & 3 (90% NATIVE / 10% ORNAMENTAL)
 DESCRIPTION: Occurs at the perimeter roadway and has more shaded exposures. Plants for these rain gardens will be partly shade tolerant and consist of species native to the Pacific Northwest.
 - 22,039 S.F. COB TYPE III BUFFER (100% NATIVE)
 DESCRIPTION: Occurs along street frontage and interior lot lines. Plants for the buffer will consist of mostly native Pacific Northwest plants mixed with ornamental deciduous trees along the street frontage. Percentage and mix of plants will be per COB code.
 - 29,247 S.F. INTERIOR LANDSCAPE PLANTING (50% NATIVE / 50% ORNAMENTAL)
 DESCRIPTION: Occurs immediately surrounding the building and some parking. Plants will consist of a mix of native Pacific Northwest and ornamental plants. Planting will be designed to visually enhance and reinforce architectural form and structure of building and provide screening to the parking areas, streets, and utility areas.
 - 94,509 S.F. FOREST RESTORATION PLANTING (NORTH FACING SLOPE) (100% NATIVE)
 DESCRIPTION: Occurs in the disturbed and regarded areas to the south of the site. Planting will consist of a mix of native Pacific Northwest trees, shrubs, and understory groundcover matching the mixed forest that exists on this slope: Big-Leaf Maple, Red Alder, and Fir. These will be planted in a mass planting of young saplings with a scattering of medium- to large-sized trees to provide age diversity and accelerate ecological succession.
 - 28,753 S.F. FOREST RESTORATION PLANTING (WEST & NORTH FACING SLOPE) (100% NATIVE)
 DESCRIPTION: Occurs in the disturbed and regarded areas to the west of the site. Planting will consist of a mix of native Pacific Northwest trees, shrubs, and understory plants matching the mixed forest that exists on this slope: Big-Leaf Maple, Red Alder, and Fir. These will be planted in a mass planting of young saplings with a scattering of a range of medium- to large-sized trees to provide age diversity and accelerate ecological succession.
 - 62,050 S.F. FOREST ENHANCEMENT & INVASIVE SPECIES REMOVAL (100% NATIVE)
 DESCRIPTION: Occurs in the south area of the site. Invasive species to be removed include knotweed, blackberry, and Ivy. Planting will consist of a mix of native Pacific Northwest trees, shrubs, and understory plants matching and enhancing the forest community in the area.
 - 67,741 S.F. SHRUB RESTORATION & INVASIVE SPECIES REMOVAL (100% NATIVE)
 DESCRIPTION: Occurs in the Olympic Pipeline and Puget Sound Electricity Easement on the east side of the site. Invasive species to be removed include knotweed, blackberry, and Ivy. Low native shrubs will be planted and invasive species will be carefully removed while existing native vegetation is protected in place.
 - 43,400 S.F. WETLAND RESTORATION (100% NATIVE)
 DESCRIPTION: Occurs in the north area of the site. Planting will consist of a mix of native Pacific Northwest trees, shrubs, and understory plants matching and enhancing the wetland plant community in the area.
 - ±9,100 S.F. SEDIMENT TRAP PLANTING (100% NATIVE)
 DESCRIPTION: Occurs in the northeast area of the site and potentially on the property to the east. Planting will consist of a mix of native Pacific Northwest trees, shrubs, and understory plants matching and enhancing the wetland plant community in the area.
 - 10,557 S.F. MAHONIA MEADOW (100% NATIVE)
 DESCRIPTION: Occurs in the overlap where the existing roadbed is located and the Olympic Gas Pipeline is located close to the soil surface.
- NO IRRIGATION
 REMAINING HATCHED AREAS
 TEMPORARY (ONE YEAR) ABOVE GROUND IRRIGATION FOR PLANT ESTABLISHMENT

TEMPORARY IRRIGATION MONTHLY DEMANDS

81,844 GALLONS	MAY
161,114 GALLONS	JUNE
229,575 GALLONS	JULY
180,675 GALLONS	AUGUST
91,109 GALLONS	SEPTEMBER
744,317 GALLONS	ESTIMATED ANNUAL WATER USE
255,447 SF	TOTAL SITE AREA
1,543,137 GALLONS	ANNUAL WATER BUDGET

NOTES:
 1. DESIGN WORK FOR A POSSIBLE TRAIL HAS NOT BEEN INCLUDED AT THIS TIME. IT IS UNLIKELY THAT THE TRAIL PLANTING WILL BE IRRIGATED TEMPORARILY OR PERMANENTLY.
 2. WETLAND & FOREST RESTORATION PLANTING WILL BE IN CONJUNCTION WITH INPUT FROM HDR BIOLOGIST
 3. IN THE MASS PLANTING OF RESTORATION AREAS IT IS ASSUMED THAT THERE WILL BE SOME PLANT MORTALITY THAT IS PART OF THE ACCELERATED ECOLOGICAL SUCCESSION. A NATURAL BALANCE OF NATIVE PLANTS SHOULD REESTABLISH WITHIN THE PLANT ESTABLISHMENT PERIOD.

HBB
 LANDSCAPE ARCHITECTURE
 215 WESTLAKE AVENUE NORTH SEATTLE, WA 98109
 206.682.3051 phone
 206.682.3245 fax

JRM & A

HDR
 HDR Engineering, Inc.

ISSUE	DATE	DESCRIPTION

PROJECT MANAGER	ERIC MEAD
PROJECT NUMBER	00000000154267

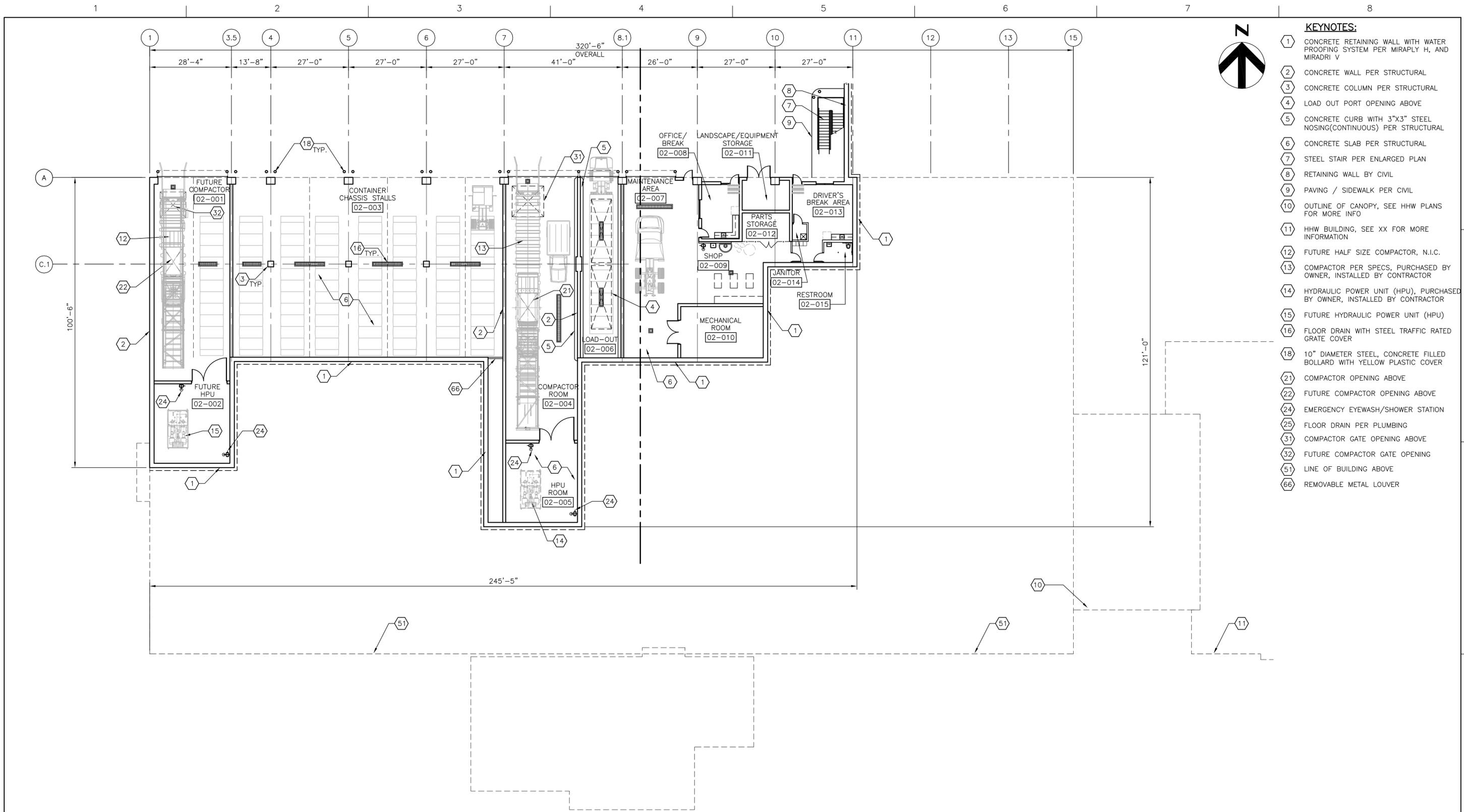
PRELIMINARY NOT FOR CONSTRUCTION OR RECORDING

King County
 Department of Natural Resources & Parks
 Solid Waste Division
FACTORIA RECYCLING AND TRANSFER STATION

LANDSCAPE & IRRIGATION PLAN
PERMIT DRAWING SET

0 1" 2"
 SCALE 1" = 60'

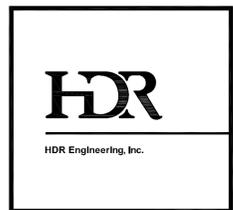
FILENAME	P12.dwg	SHEET
		12



- KEYNOTES:**
- 1 CONCRETE RETAINING WALL WITH WATER PROOFING SYSTEM PER MIRAPLY H, AND MIRADRI V
 - 2 CONCRETE WALL PER STRUCTURAL
 - 3 CONCRETE COLUMN PER STRUCTURAL
 - 4 LOAD OUT PORT OPENING ABOVE
 - 5 CONCRETE CURB WITH 3"x3" STEEL NOSING(CONTINUOUS) PER STRUCTURAL
 - 6 CONCRETE SLAB PER STRUCTURAL
 - 7 STEEL STAIR PER ENLARGED PLAN
 - 8 RETAINING WALL BY CIVIL
 - 9 PAVING / SIDEWALK PER CIVIL
 - 10 OUTLINE OF CANOPY, SEE HHW PLANS FOR MORE INFO
 - 11 HHW BUILDING, SEE XX FOR MORE INFORMATION
 - 12 FUTURE HALF SIZE COMPACTOR, N.I.C.
 - 13 COMPACTOR PER SPECS, PURCHASED BY OWNER, INSTALLED BY CONTRACTOR
 - 14 HYDRAULIC POWER UNIT (HPU), PURCHASED BY OWNER, INSTALLED BY CONTRACTOR
 - 15 FUTURE HYDRAULIC POWER UNIT (HPU)
 - 16 FLOOR DRAIN WITH STEEL TRAFFIC RATED GRATE COVER
 - 18 10" DIAMETER STEEL, CONCRETE FILLED BOLLARD WITH YELLOW PLASTIC COVER
 - 21 COMPACTOR OPENING ABOVE
 - 22 FUTURE COMPACTOR OPENING ABOVE
 - 24 EMERGENCY EYEWASH/SHOWER STATION
 - 25 FLOOR DRAIN PER PLUMBING
 - 31 COMPACTOR GATE OPENING ABOVE
 - 32 FUTURE COMPACTOR GATE OPENING
 - 51 LINE OF BUILDING ABOVE
 - 66 REMOVABLE METAL LOUVER

LOWER LEVEL PLAN

1/16" = 1'-0"



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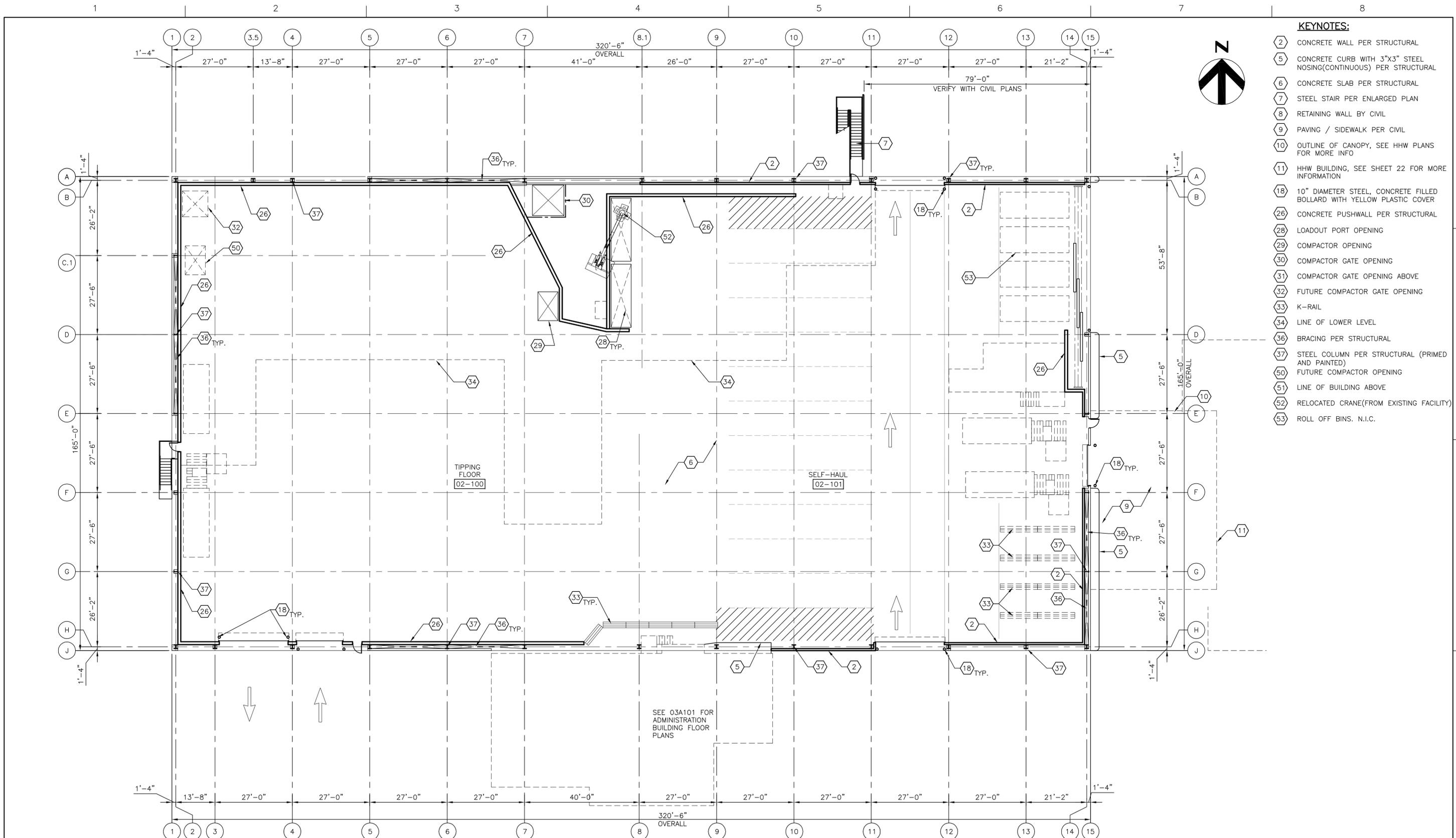


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Solid Waste Division

**FACTORIA RECYCLING AND
TRANSFER STATION**

**TRANSFER STATION/RECYCLING
OVERALL LOWER LEVEL PLAN
PERMIT DRAWING SET**

	FILENAME P13.dwg SCALE 1/16" = 1'-0"	SHEET <p style="text-align: center; font-weight: bold;">13</p>
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- KEYNOTES:**
- (2) CONCRETE WALL PER STRUCTURAL
 - (5) CONCRETE CURB WITH 3"x3" STEEL NOSING(CONTINUOUS) PER STRUCTURAL
 - (6) CONCRETE SLAB PER STRUCTURAL
 - (7) STEEL STAIR PER ENLARGED PLAN
 - (8) RETAINING WALL BY CIVIL
 - (9) PAVING / SIDEWALK PER CIVIL
 - (10) OUTLINE OF CANOPY, SEE HHW PLANS FOR MORE INFO
 - (11) HHW BUILDING, SEE SHEET 22 FOR MORE INFORMATION
 - (18) 10" DIAMETER STEEL, CONCRETE FILLED BOLLARD WITH YELLOW PLASTIC COVER
 - (26) CONCRETE PUSHWALL PER STRUCTURAL
 - (28) LOADOUT PORT OPENING
 - (29) COMPACTOR OPENING
 - (30) COMPACTOR GATE OPENING
 - (31) COMPACTOR GATE OPENING ABOVE
 - (32) FUTURE COMPACTOR GATE OPENING
 - (33) K-RAIL
 - (34) LINE OF LOWER LEVEL
 - (36) BRACING PER STRUCTURAL
 - (37) STEEL COLUMN PER STRUCTURAL (PRIMED AND PAINTED)
 - (50) FUTURE COMPACTOR OPENING
 - (51) LINE OF BUILDING ABOVE
 - (52) RELOCATED CRANE(FROM EXISTING FACILITY)
 - (53) ROLL OFF BINS. N.I.C.

GROUND LEVEL PLAN
1/16" = 1'-0"



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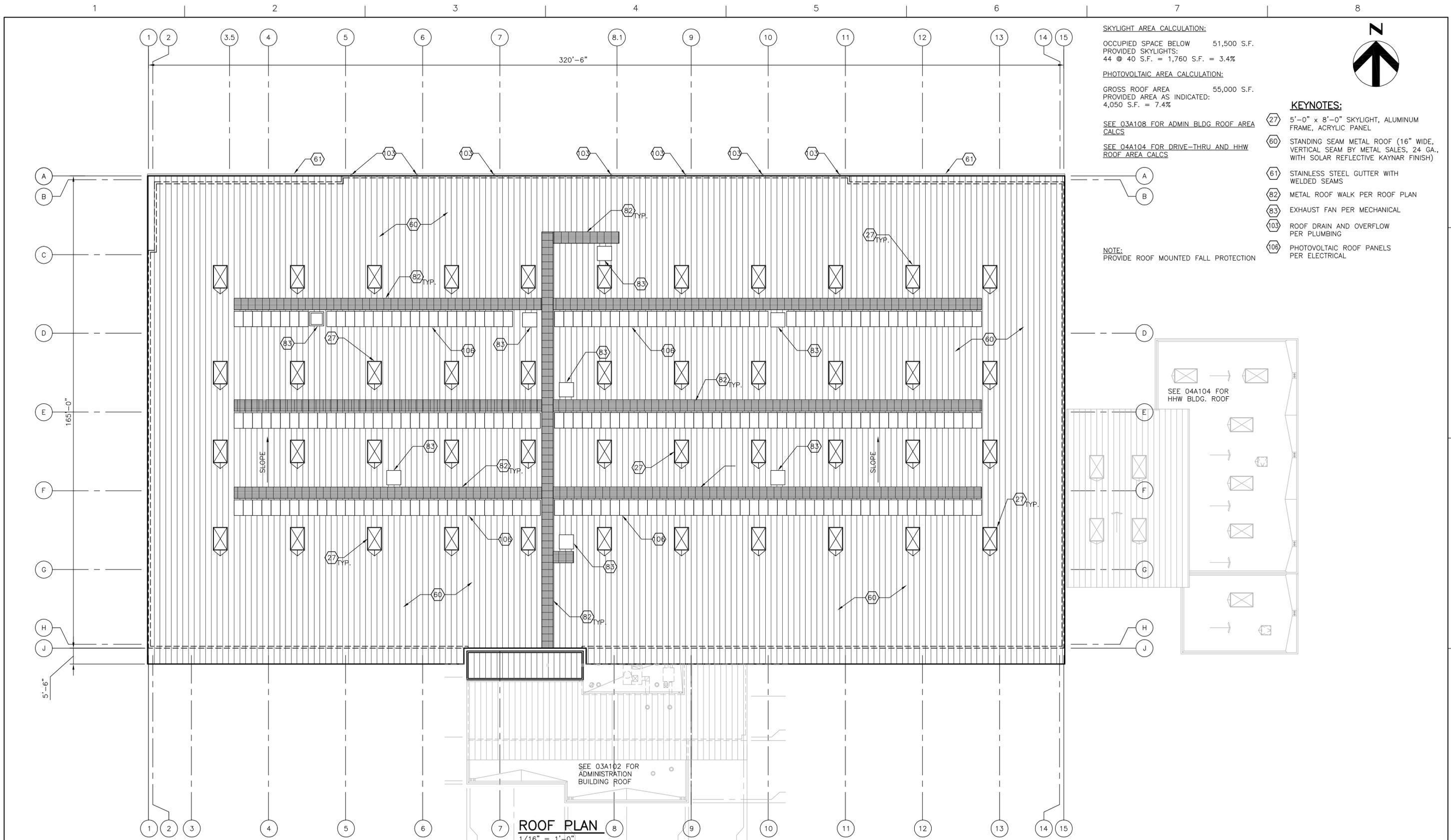
**FACTORIA RECYCLING AND
TRANSFER STATION**

**TRANSFER STATION/RECYCLING
OVERALL GROUND LEVEL PLAN
PERMIT SET DRAWINGS**

0 1" 2"

FILENAME P14.dwg
SCALE 1/16" = 1'-0"

SHEET **14**



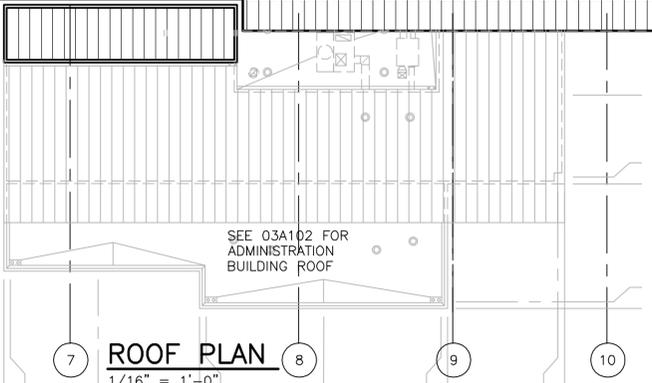
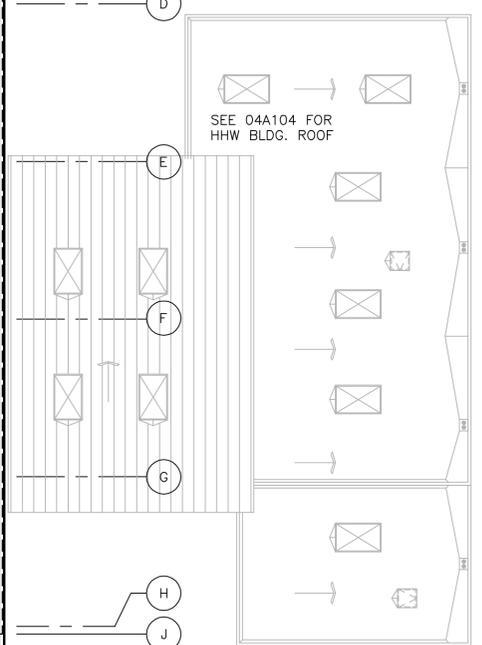
SKYLIGHT AREA CALCULATION:
 OCCUPIED SPACE BELOW 51,500 S.F.
 PROVIDED SKYLIGHTS:
 44 @ 40 S.F. = 1,760 S.F. = 3.4%

PHOTOVOLTAIC AREA CALCULATION:
 GROSS ROOF AREA 55,000 S.F.
 PROVIDED AREA AS INDICATED:
 4,050 S.F. = 7.4%

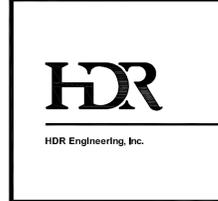
SEE 03A108 FOR ADMIN BLDG ROOF AREA CALCS
 SEE 04A104 FOR DRIVE-THRU AND HHW ROOF AREA CALCS

NOTE:
 PROVIDE ROOF MOUNTED FALL PROTECTION

- KEYNOTES:**
- (27) 5'-0" x 8'-0" SKYLIGHT, ALUMINUM FRAME, ACRYLIC PANEL
 - (60) STANDING SEAM METAL ROOF (16" WIDE, VERTICAL SEAM BY METAL SALES, 24 GA., WITH SOLAR REFLECTIVE KAYNAR FINISH)
 - (61) STAINLESS STEEL GUTTER WITH WELDED SEAMS
 - (82) METAL ROOF WALK PER ROOF PLAN
 - (83) EXHAUST FAN PER MECHANICAL
 - (103) ROOF DRAIN AND OVERFLOW PER PLUMBING
 - (106) PHOTOVOLTAIC ROOF PANELS PER ELECTRICAL



ROOF PLAN
 1/16" = 1'-0"



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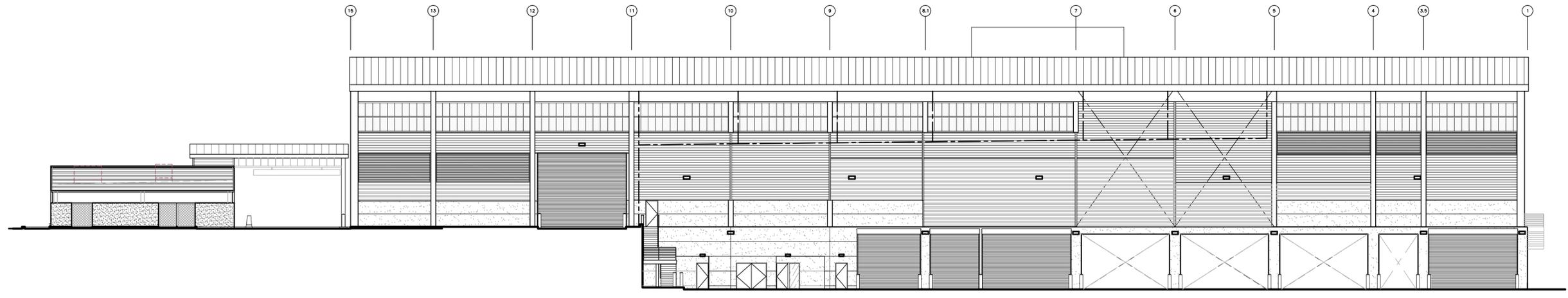
**FACTORIA RECYCLING AND
 TRANSFER STATION**

**TRANSFER STATION/RECYCLING
 OVERALL ROOF PLAN
 PERMIT DRAWING SET**

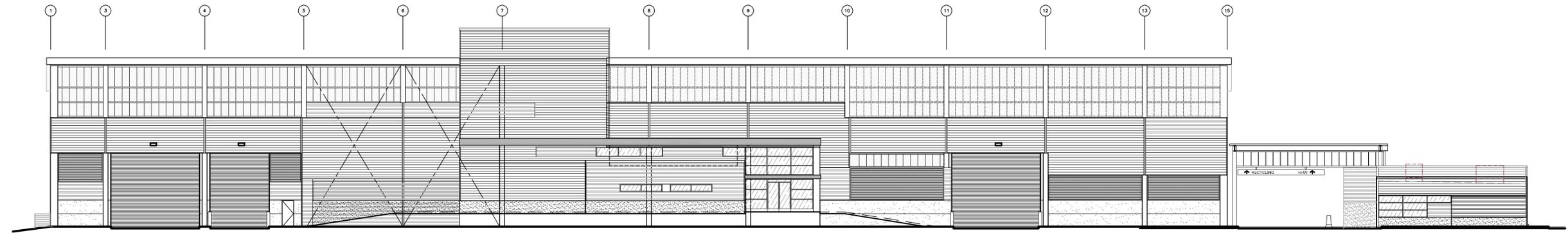
0 1" 2"
 FILENAME P15.dwg
 SCALE 1/16" = 1'-0"

SHEET
15

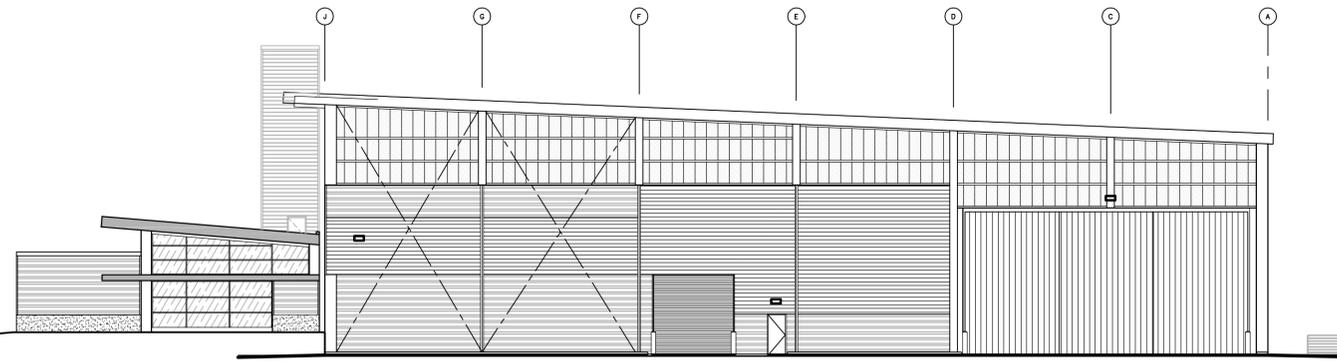
1 2 3 4 5 6 7 8



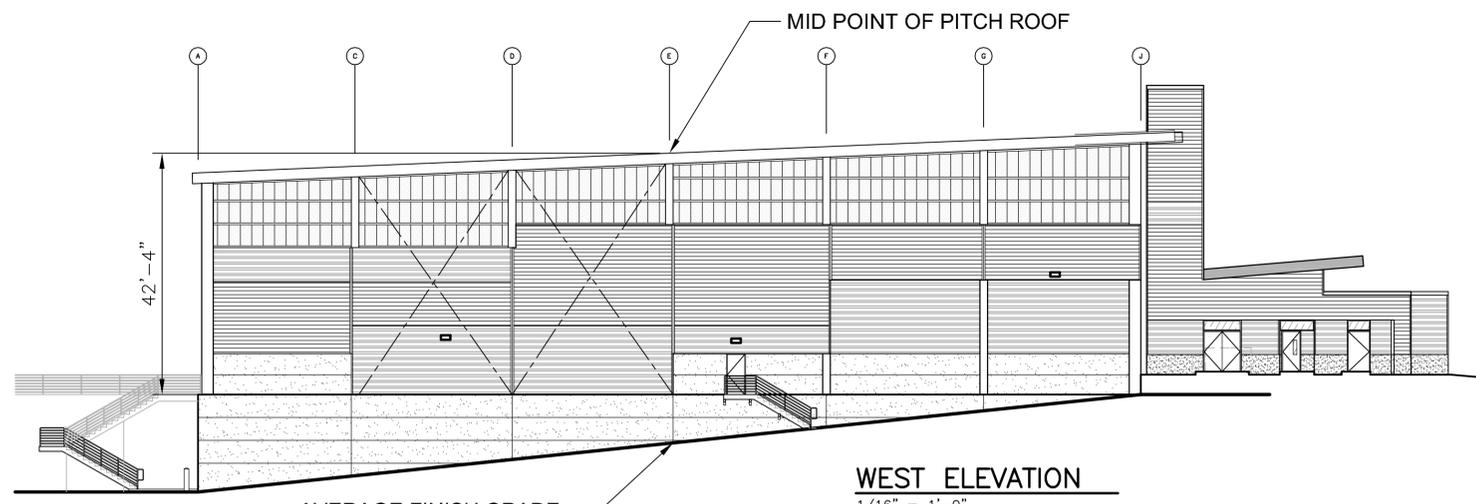
NORTH ELEVATION
1/16" = 1'-0"



SOUTH ELEVATION
1/16" = 1'-0"



PARTIAL EAST ELEVATION
1/16" = 1'-0"



WEST ELEVATION
1/16" = 1'-0"



ISSUE	DATE	DESCRIPTION

PROJECT MANAGER	ERIC MEAD
PROJECT NUMBER	00000000154267

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CONSTRUCTION
OR
RECORDING**

King County
Department of Natural Resources & Parks
Solid Waste Division
**FACTORIA RECYCLING AND
TRANSFER STATION**

**TRANSFER STATION/RECYCLING
OVERALL ELEVATIONS
PERMIT SET DRAWINGS**

0 1" 2"

FILENAME P16.dwg
SCALE 1/16" = 1'-0"

SHEET
16

C:\working\00049070\F16.dwg, Plot: 2/21/2012 2:28:01 PM, Linize, Adobe PDF, 22x34, 1:1



VIEW FROM NORTH WEST
N.T.S.



VIEW FROM NORTH EAST
N.T.S.



HDR Engineering, Inc.

ISSUE	DATE	DESCRIPTION

PROJECT MANAGER	ERIC MEAD
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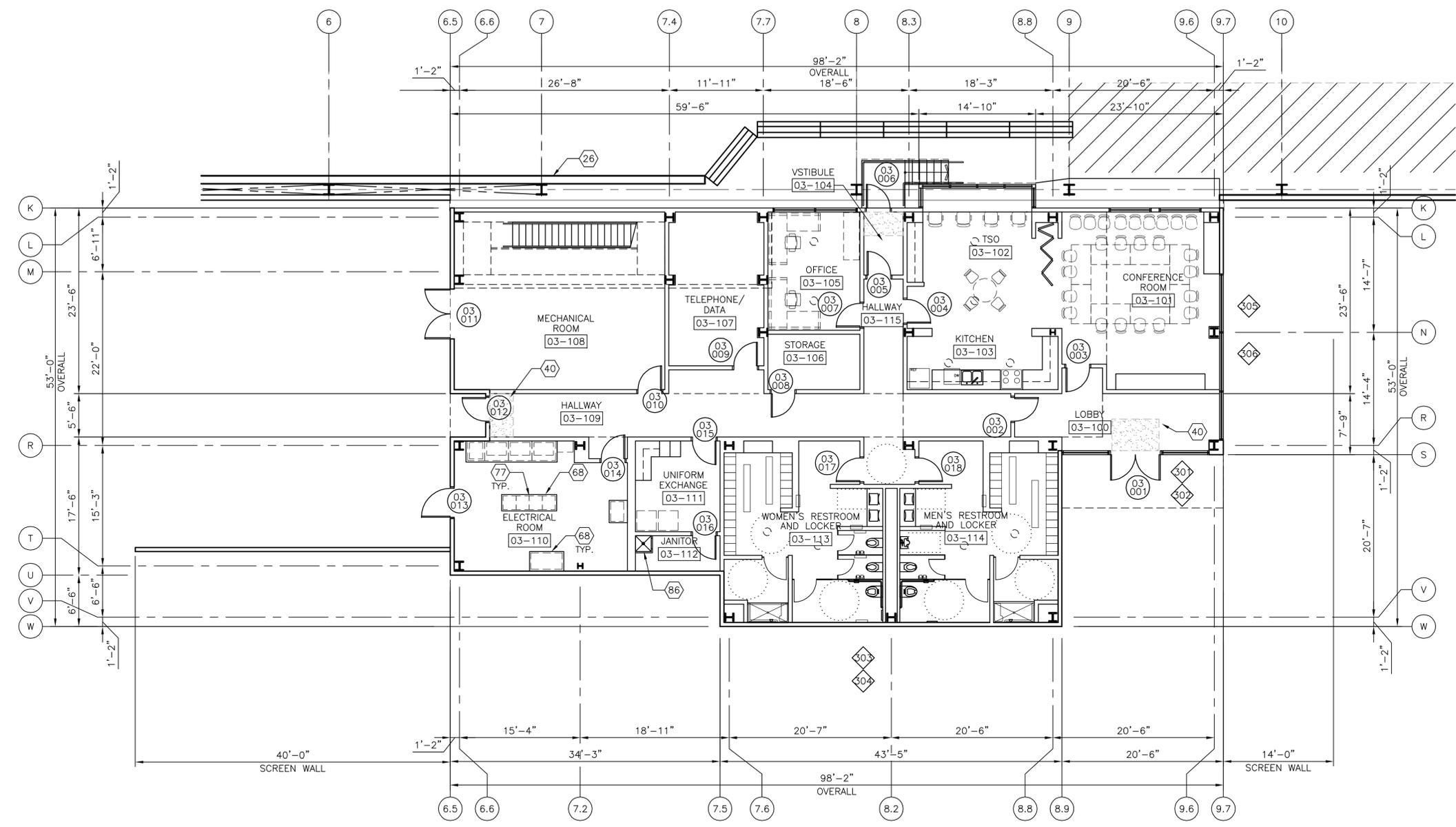
King County
Department of Natural Resources & Parks
Solid Waste Division

**FACTORIA RECYCLING AND
TRANSFER STATION**

TRANSFER STATION/RECYCLING PERSPECTIVES PERMIT SET DRAWINGS		
	FILENAME P18.dwg SCALE	SHEET 18



- KEYNOTES:**
- 26 CONCRETE PUSHWALL PER STRUCTURAL
 - 40 WALK-OFF MAT
 - 68 CONCRETE HOUSEKEEPING PAD (SEE ELECTRICAL PLANS FOR SIZES; SEE STRUCTURAL PLANS FOR DETAILS)
 - 77 ELECTRICAL EQUIPMENT PER ELECTRICAL
 - 86 MOP SINK PER PLUMBING



GROUND LEVEL PLAN
1/8" = 1'-0"



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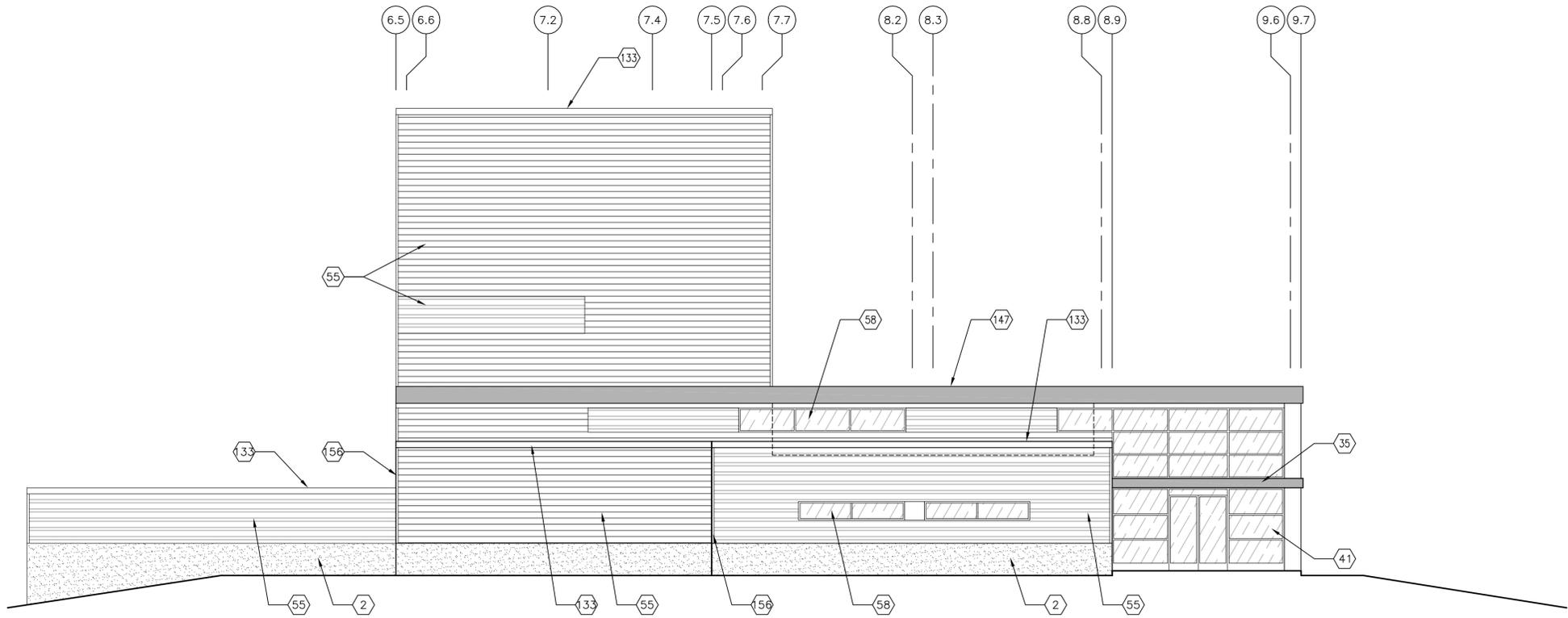
**FACTORIA RECYCLING AND
TRANSFER STATION**

**ADMINISTRATION BUILDING
GROUND LEVEL PLAN
PERMIT DRAWING SET**

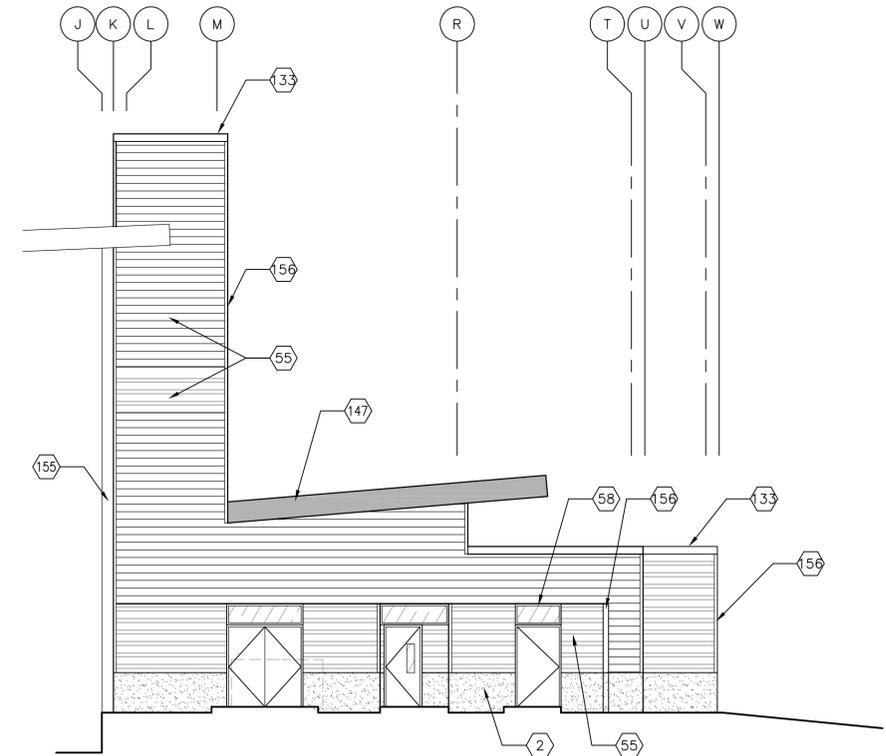
0 1" 2"	FILENAME	P19.dwg	SHEET
	SCALE	1/8" = 1'-0"	19

1 2 3 4 5 6 7 8

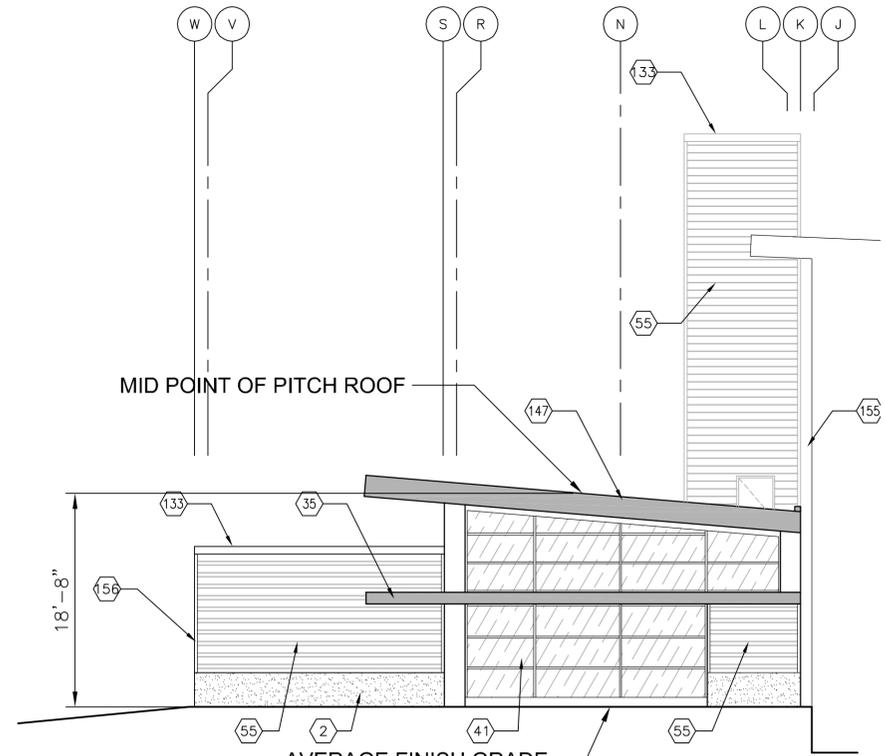
- KEYNOTES:**
- (2) CONCRETE WALL PER STRUCTURAL
 - (35) CANOPY PER DETAIL (PRIMED & PAINTED)
 - (41) STOREFRONT WINDOW SYSTEM PER ELEVATIONS (KAWNEER 451-T OR APPROVED EQUAL, BRONZED ANODIZED CENTER GLAZED)
 - (55) HORIZONTAL METAL PANEL WITH CONCEALED FASTENERS, 24 GA., KYNAR FINISH
 - (58) WINDOW PER FLOOR PLAN AND SCHEDULE
 - (133) METAL COPING/PARAPET CAP
 - (147) ROOF PER ROOF PLAN
 - (155) EXPANSION JOINT, PAINTED GRAY
 - (156) METAL TRIM PER DETAIL



SOUTH ELEVATION
1/8" = 1'-0"



WEST ELEVATION
1/8" = 1'-0"



EAST ELEVATION
1/8" = 1'-0"



ISSUE	DATE	DESCRIPTION

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Department of Natural Resources & Parks
Solid Waste Division

**FACTORIA RECYCLING AND
TRANSFER STATION**

**ADMINISTRATION BUILDING
EXTERIOR ELEVATIONS
PERMIT DRAWING SET**

FILENAME	P20.dwg
SCALE	AS NOTED

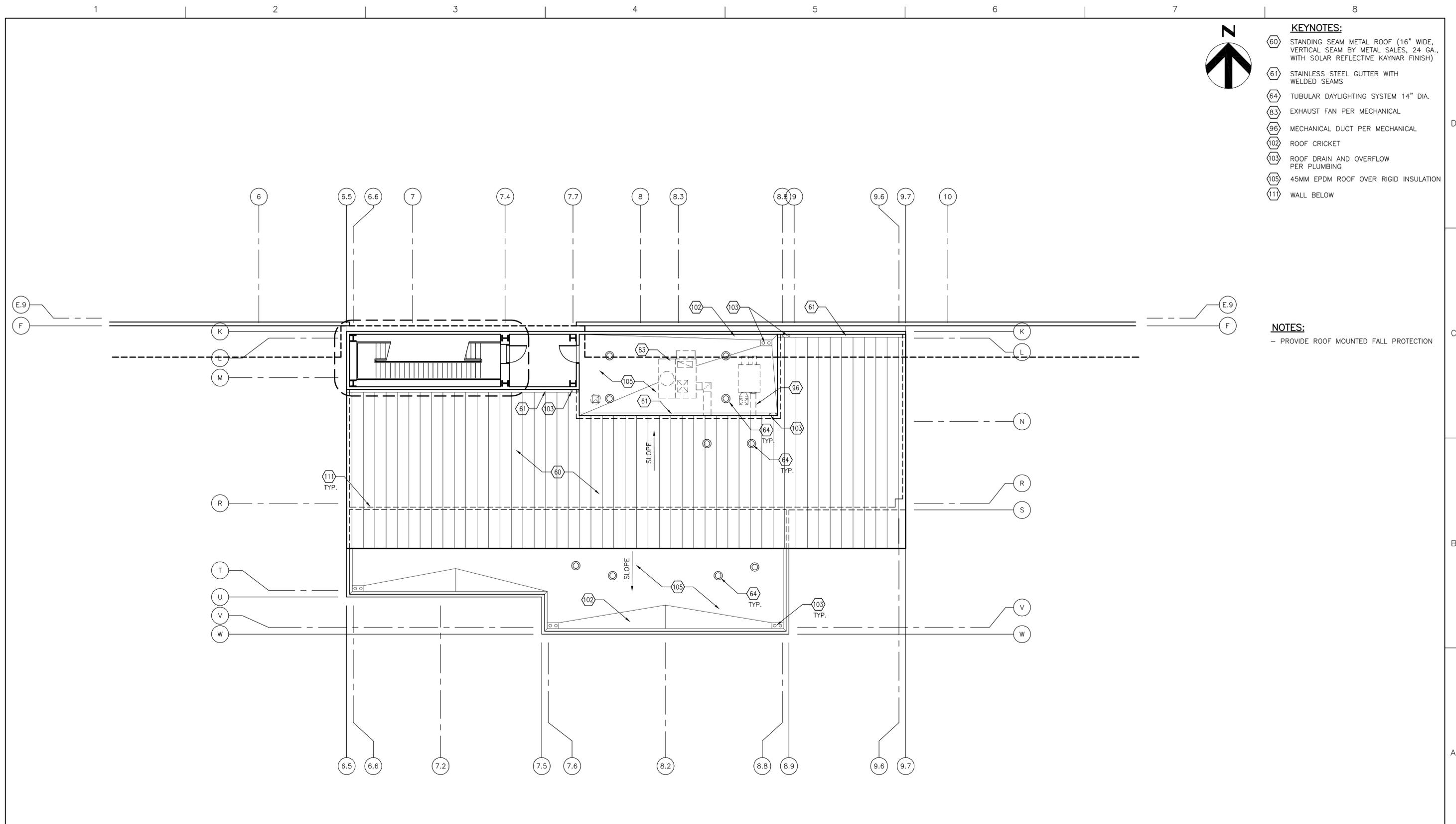
SHEET	20
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C:\working\064970\P20.dwg 03/03/12 2:29:57 PM limits Adobe PDF 22/04 1:1



- KEYNOTES:**
- 60 STANDING SEAM METAL ROOF (16" WIDE, VERTICAL SEAM BY METAL SALES, 24 GA., WITH SOLAR REFLECTIVE KAYNAR FINISH)
 - 61 STAINLESS STEEL GUTTER WITH WELDED SEAMS
 - 64 TUBULAR DAYLIGHTING SYSTEM 14" DIA.
 - 83 EXHAUST FAN PER MECHANICAL
 - 96 MECHANICAL DUCT PER MECHANICAL
 - 102 ROOF CRICKET
 - 103 ROOF DRAIN AND OVERFLOW PER PLUMBING
 - 105 45MM EPDM ROOF OVER RIGID INSULATION
 - 111 WALL BELOW

NOTES:
 - PROVIDE ROOF MOUNTED FALL PROTECTION



ROOF PLAN
 1/8" = 1'-0"



ISSUE	DATE	DESCRIPTION

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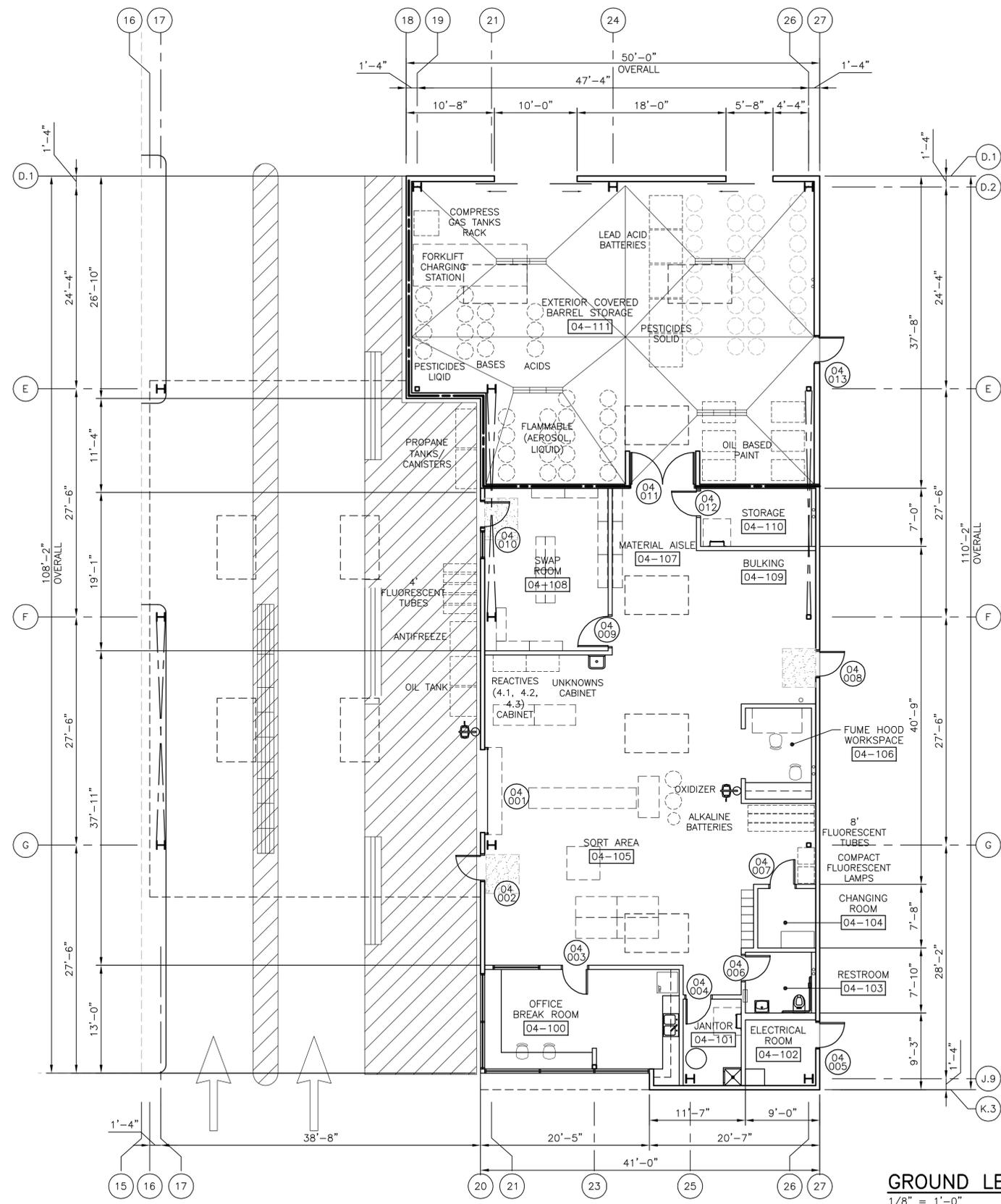
King County
 Department of Natural Resources & Parks
 Solid Waste Division
**FACTORIA RECYCLING AND
 TRANSFER STATION**

**ADMINISTRATION BUILDING
 ROOF PLAN
 PERMIT DRAWING SET**

0 1" 2"

FILENAME P21.dwg
 SCALE 1/8" = 1'-0"

SHEET
21



MATERIAL	QUANTITY	STORAGE CONTAINER	STORAGE AREA (REQUIRED)	STORAGE AREA (PROVIDED)
REACTIVES (4.1, 4.2, 4.3)	1	30 GAL. CABINET	INSIDE	SORT AREA
UNKNOWN (PENDING TESTING)	1	30 GAL. CABINET	INSIDE	SORT AREA
ACIDS	3	55 GAL. DRUM	CORROSIVE-ACID	EXTERIOR STORAGE AREA
LEAD ACID BATTERIES	3	PALLET	CORROSIVE-ACID	EXTERIOR STORAGE AREA
BASES	3	55 GAL. DRUM	CORROSIVE-BASE	EXTERIOR STORAGE AREA
FLAMMABLE (AEROSOL, LIQUID)	18	55 GAL. DRUM	FLAMMABLE	EXTERIOR STORAGE AREA
OIL BASED PAINTS & PAINT RELATED	6	BOX	FLAMMABLE	EXTERIOR STORAGE AREA
AUTO OIL	2	500 GAL TANK	UNLOAD AREA	UNLOAD AREA
ANTIFREEZE	1	250 GAL TANK	UNLOAD AREA	UNLOAD AREA
PROPANE TANK (UNDER 8 GAL.)	24	PROPANE CAGE	UNLOAD AREA	UNLOAD AREA
OXIDIZER	2	55 GAL. DRUM	INSIDE	SORT AREA
PESTICIDES/POISON-LIQUID & AEROSOL	8	55 GAL. DRUM	POISON	EXTERIOR STORAGE AREA
PESTICIDES-SOLIDS	2	PALLET	POISON	EXTERIOR STORAGE AREA
ALKALINE BATTERIES	1	30 GAL DRUM	NOT-SPECIFIED	SORT AREA
FLUORESCENT TUBES (4'x1'x1' BOX)	25	BOX	NOT-SPECIFIED	UNLOAD AREA
FLUORESCENT TUBES (8'x1'x1' BOX)	3	BOX	NOT-SPECIFIED	SORT AREA
COMPACT FLUORESCENT LAMP	2	BOX	NOT SPECIFIED	SORT AREA
COMPRESSED GAS TANKS	1	RACK	EXTERIOR STORAGE AREA	EXTERIOR STORAGE AREA
SPARE STORAGE CONTAINER	30	55 GAL. DRUM	EXTERIOR STORAGE AREA	EXTERIOR STORAGE AREA

GROUND LEVEL PLAN
1/8" = 1'-0"



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Solid Waste Division
**FACTORIA RECYCLING AND
TRANSFER STATION**

**HOUSEHOLD HAZARDOUS WASTE
GROUND LEVEL PLAN
PERMIT DRAWING SET**

0 1" 2"

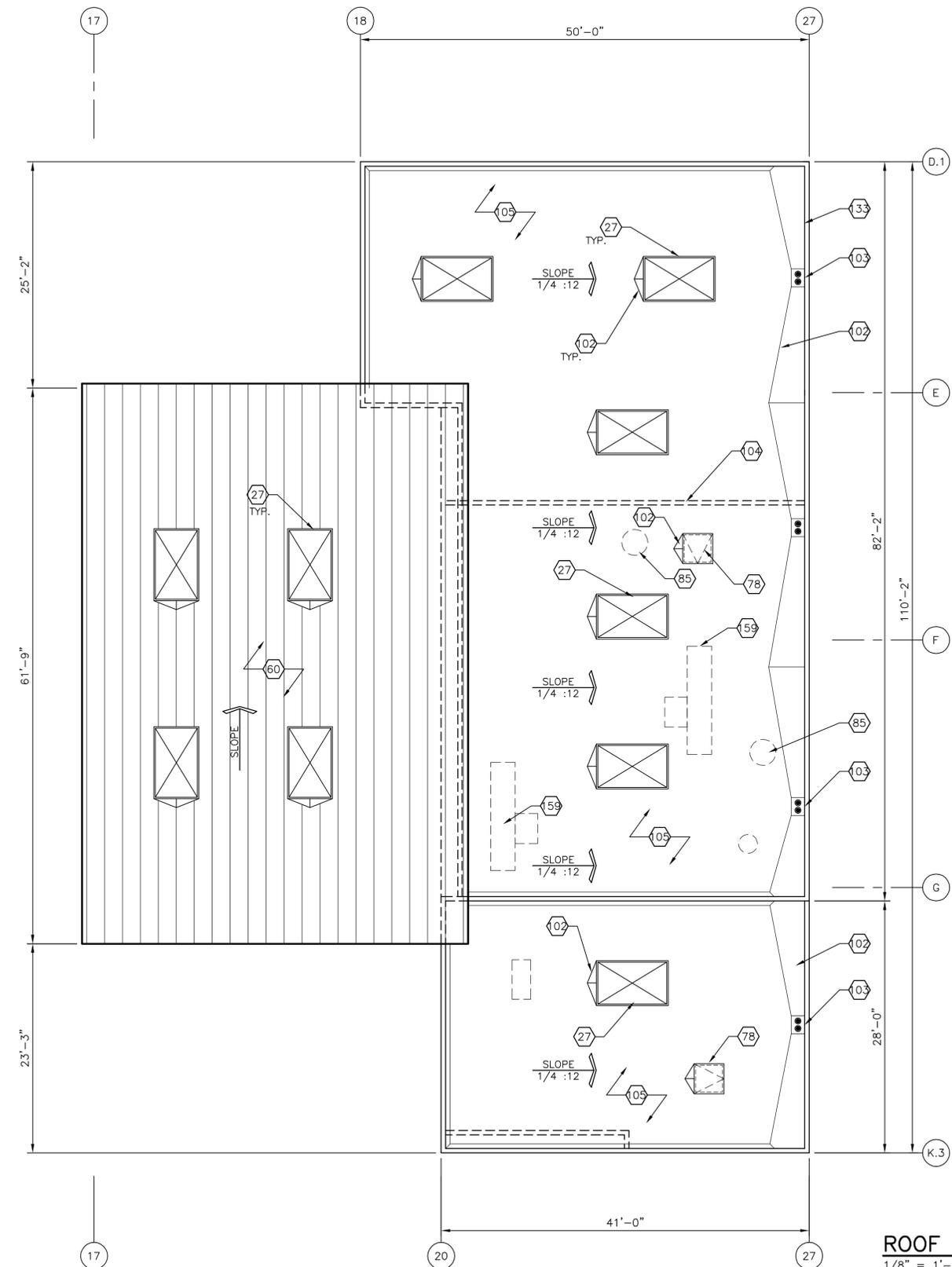
FILENAME P22.dwg
SCALE 1/8" = 1'-0"

SHEET **22**



KEYNOTES:

- (27) 5'-0" x 8'-0" SKYLIGHT, ALUMINUM FRAME, ACRYLIC PANEL
- (60) STANDING SEAM METAL ROOF (16" WIDE, VERTICAL SEAM BY METAL SALES, 24 GA., WITH SOLAR REFLECTIVE KAYNAR FINISH)
- (78) ROOF ACCESS HATCH AND LADDER
- (85) EXHAUST HOOD PER MECHANICAL
- (102) ROOF CRICKET
- (103) ROOF DRAIN AND OVERFLOW PER PLUMBING
- (104) OCCUPANCY SEPARATION WALL BELOW
- (105) 45MM EPDM ROOF OVER RIGID INSULATION
- (133) METAL COPING/PARAPET CAP
- (159) MECHANICAL UNIT BEHIND PER MECHANICAL



NOTES:
 - PROVIDE ROOF MOUNTED FALL PROTECTION

ROOF PLAN
 1/8" = 1'-0"



ISSUE	DATE	DESCRIPTION

PROJECT MANAGER	ERIC MEAD
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**FACTORIA RECYCLING AND
 TRANSFER STATION**

**HOUSEHOLD HAZARDOUS WASTE
 ROOF PLAN
 PERMIT DRAWING SET**

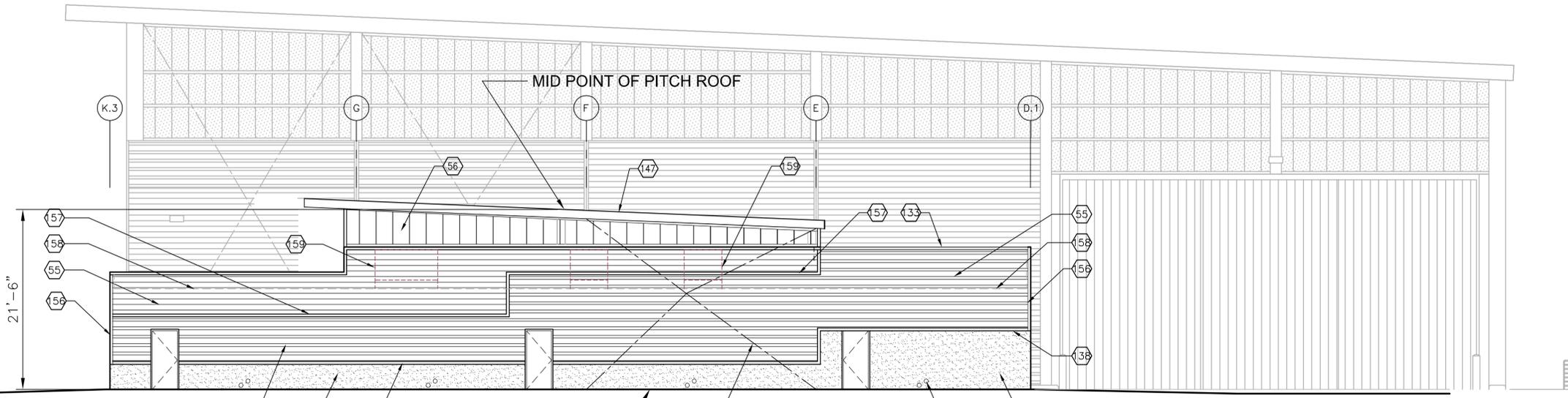
0 1" 2"

FILENAME	P23.dwg
SCALE	1/8" = 1'-0"

SHEET
23

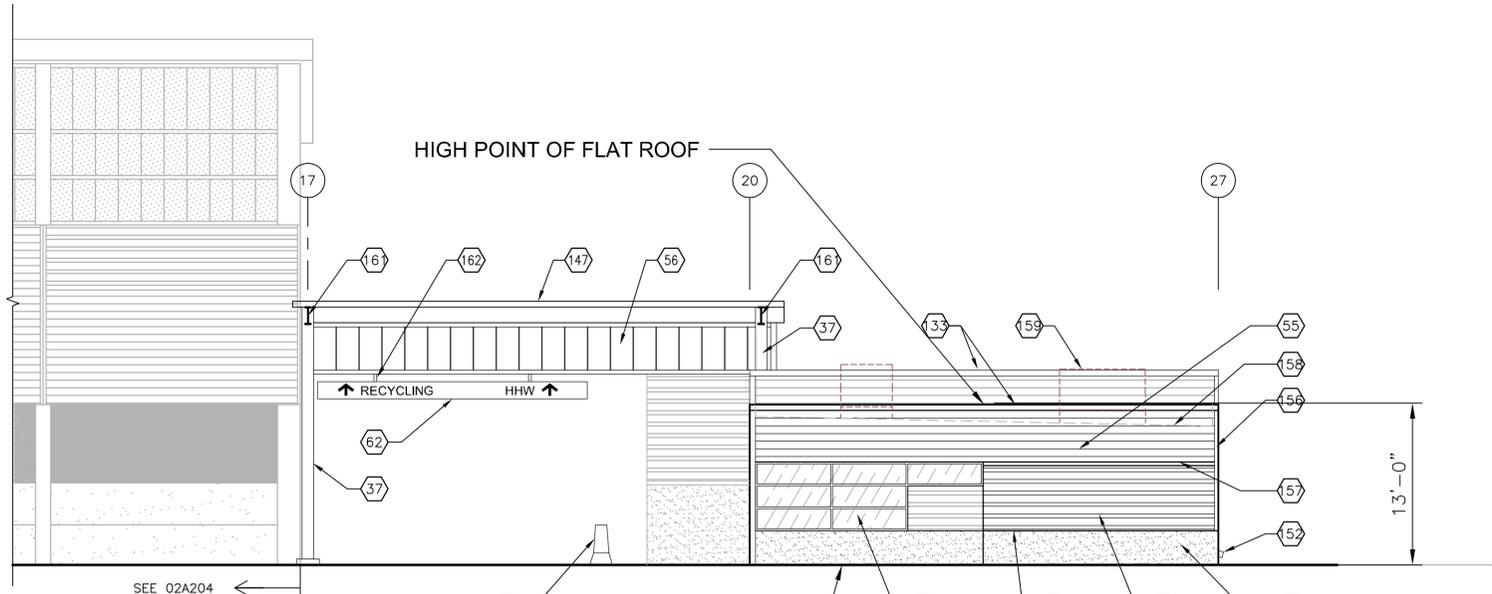
KEYNOTES:

- (2) CONCRETE WALL PER STRUCTURAL
- (33) K-RAIL
- (36) BRACING PER STRUCTURAL
- (37) STEEL COLUMN PER STRUCTURAL (PRIMED AND PAINTED)
- (55) HORIZONTAL METAL PANEL WITH CONCEALED FASTENERS, 24 GA., KYNAR FINISH
- (56) POLYCARBONATE TRANSLUCENT PANEL 12MM REFLECTIVE GRAY
- (58) WINDOW PER FLOOR PLAN AND SCHEDULE
- (62) VEHICLE DIRECTIONAL SIGNAGE
- (133) METAL COPING/PARAPET CAP
- (138) 24 GA. FLASHING AT CHANGE OF MATERIAL, TYPE, SEE ELEVATIONS
- (147) ROOF PER ROOF PLAN
- (152) OVERFLOW, TYP.
- (156) METAL TRIM PER DETAIL
- (157) METAL REVEAL PER DETAIL
- (158) ROOF BEHIND
- (159) MECHANICAL UNIT BEHIND PER MECHANICAL
- (161) BEAM PER STRUCTURAL
- (162) TUBE STEEL SUPPORT FOR SIGNAGE



AVERAGE FINISH GRADE

EAST ELEVATION
1/8" = 1'-0"



AVERAGE FINISH GRADE

SOUTH ELEVATION
1/8" = 1'-0"



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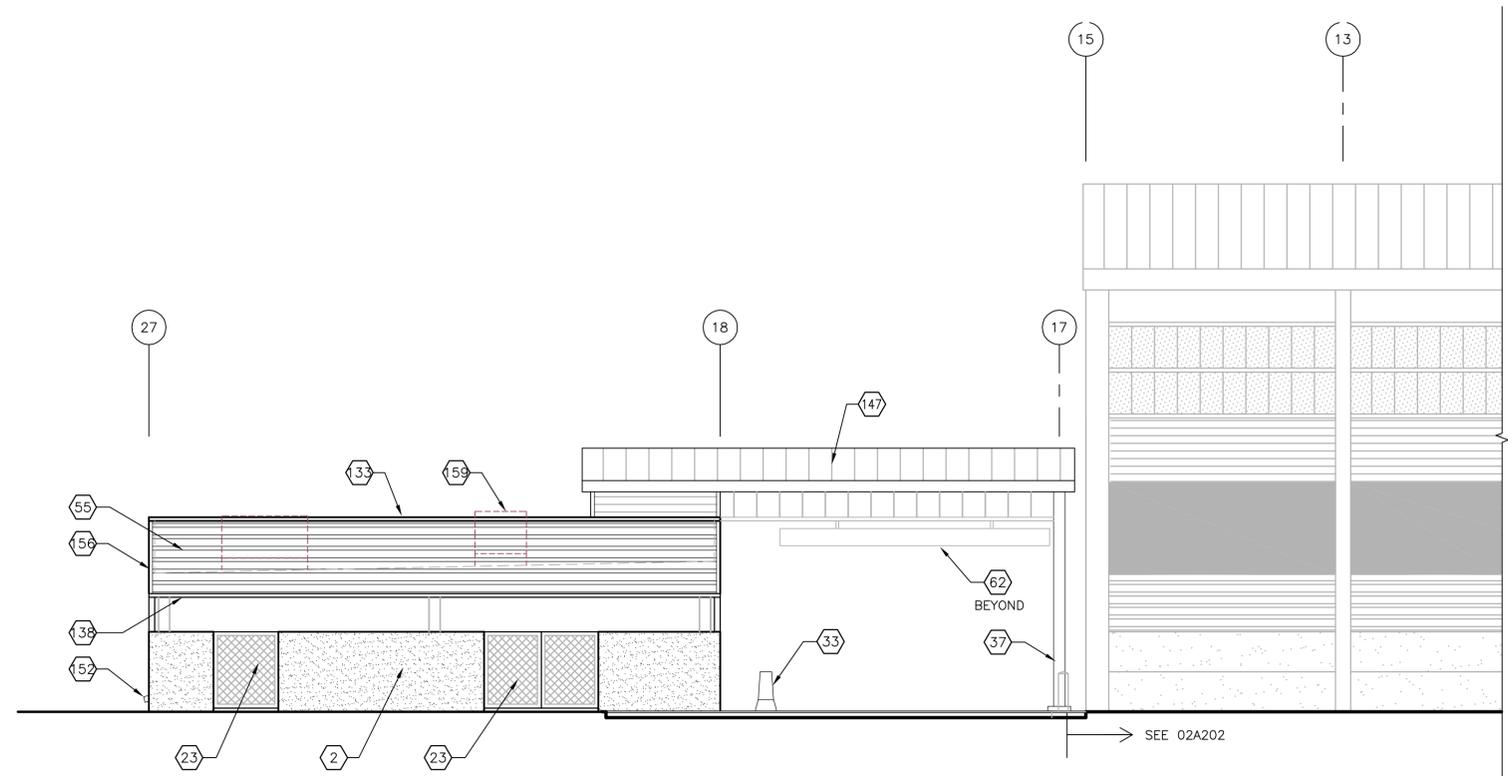
King County
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Solid Waste Division
**FACTORIA RECYCLING AND
TRANSFER STATION**

**HOUSEHOLD HAZARDOUS WASTE
EXTERIOR ELEVATIONS
PERMIT DRAWING SET**

0 1" 2"

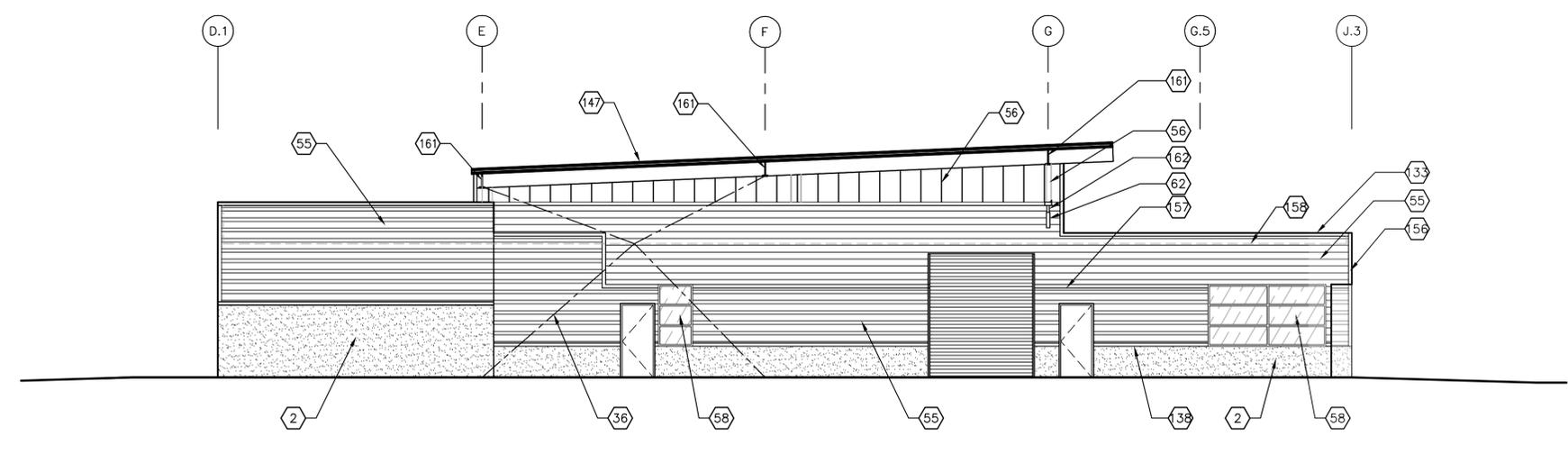
FILENAME	P24.dwg
SCALE	1/8" = 1'-0"

SHEET
24



NORTH ELEVATION
1/8" = 1'-0"

- KEYNOTES:**
- 2 CONCRETE WALL PER STRUCTURAL
 - 23 SECURITY FENCE WITH LOCKING GATE, 10 GA. 2"X1" RECTANGULAR MESH
 - 33 K-RAIL
 - 36 BRACING PER STRUCTURAL
 - 37 STEEL COLUMN PER STRUCTURAL (PRIMED AND PAINTED)
 - 55 HORIZONTAL METAL PANEL WITH CONCEALED FASTENERS, 24 GA., KYNAR FINISH
 - 56 POLYCARBONATE TRANSLUCENT PANEL 12MM REFLECTIVE GRAY
 - 58 WINDOW PER FLOOR PLAN AND SCHEDULE
 - 62 VEHICLE DIRECTIONAL SIGNAGE
 - 133 METAL COPING/PARAPET CAP
 - 138 24 GA. FLASHING AT CHANGE OF MATERIAL, TYPE, SEE ELEVATIONS
 - 147 ROOF PER ROOF PLAN
 - 152 OVERFLOW, TYP.
 - 156 METAL TRIM PER DETAIL
 - 157 METAL REVEAL PER DETAIL
 - 158 ROOF BEHIND
 - 159 MECHANICAL UNIT BEHIND PER MECHANICAL
 - 161 BEAM PER STRUCTURAL
 - 162 TUBE STEEL SUPPORT FOR SIGNAGE



WEST ELEVATION
1/8" = 1'-0"



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**FACTORIA RECYCLING AND
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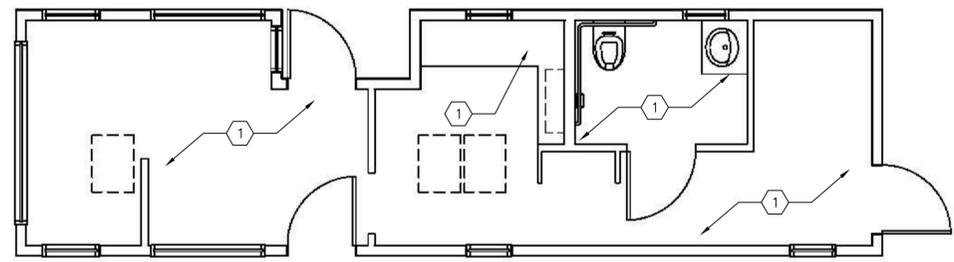
**HOUSEHOLD HAZARDOUS WASTE
EXTERIOR ELEVATIONS
PERMIT DRAWING SET**

0 1" 2"

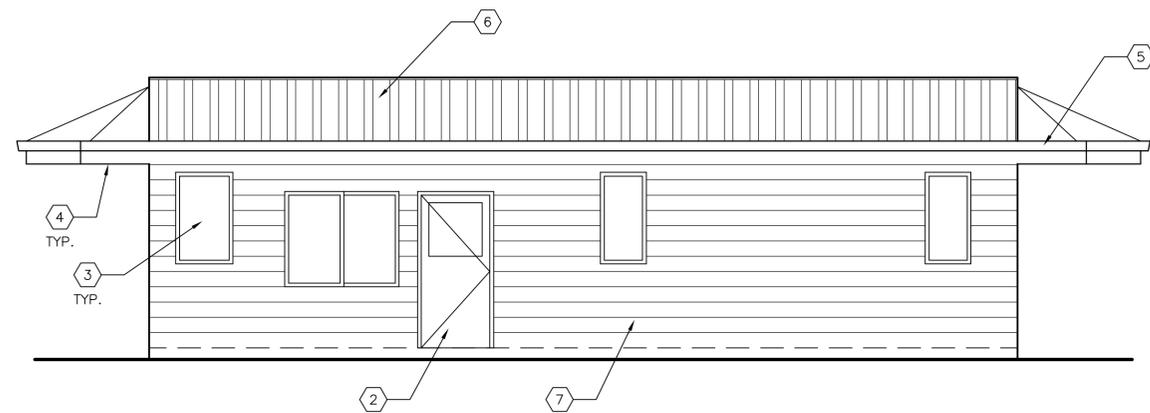
FILENAME	P25.dwg
SCALE	1/8" = 1'-0"

SHEET
25

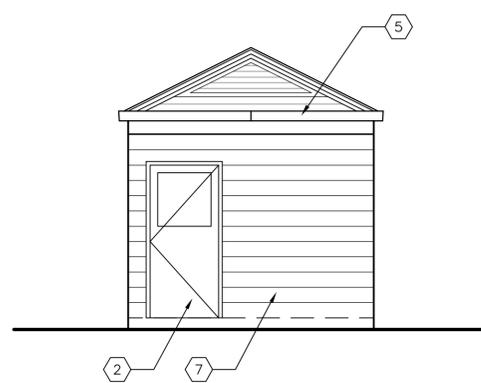
- KEYNOTES:**
- ① EXISTING SCALEHOUSE INTERIOR FINISHES TO REMAIN
 - ② EXISTING MAN DOOR TO REMAIN. PREPARE TO RECEIVE NEW PAINT
 - ③ EXISTING WINDOW TO REMAIN
 - ④ EXISTING METAL CANOPY TO REMAIN. PREPARE TO RECEIVE NEW PAINT
 - ⑤ EXISTING METAL FASCIA TO REMAIN. PREPARE TO RECEIVE NEW PAINT
 - ⑥ REMOVE EXISTING METAL ROOF PANEL AND REPLACE WITH NEW METAL ROOF PANEL (TO MATCH TRANSFER STATION ROOF PANEL) OVER EXISTING ROOF FRAMING
 - ⑦ NEW EXTERIOR METAL WALL PANEL (TO MATCH TRANSFER STATION PANELS) OVER EXISTING EXTERIOR METAL PANEL TO REMAIN. CONTRACTOR TO PROVIDE ALL NECESSARY FLASHING AND TRIM.



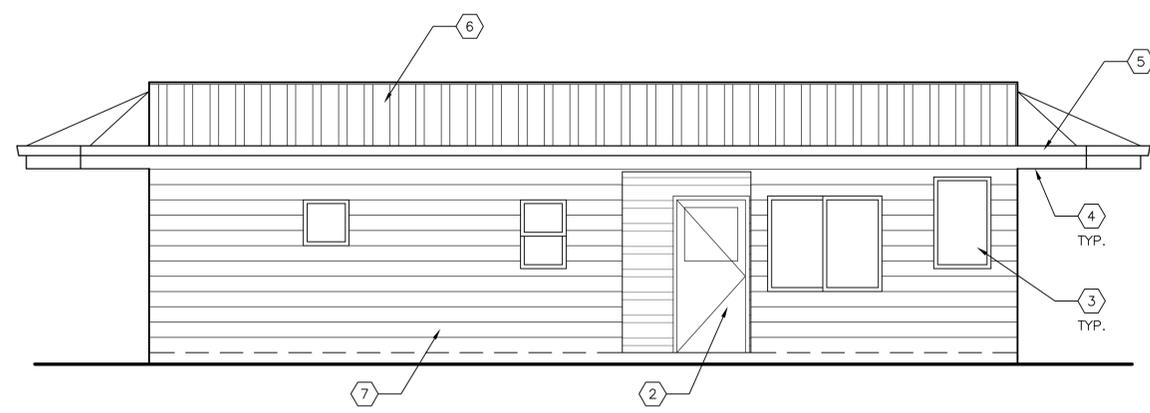
FLOOR PLAN
1/4" = 1' - 0"



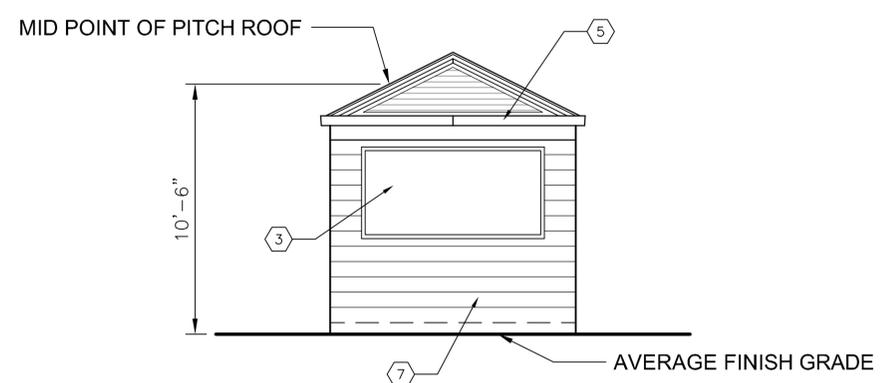
INBOUND ELEVATION
1/4" = 1' - 0"



REAR ELEVATION
1/4" = 1' - 0"



OUTBOUND ELEVATION
1/4" = 1' - 0"



FRONT ELEVATION
1/4" = 1' - 0"



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**FACTORIA RECYCLING AND
TRANSFER STATION**

**SCALE PLAZA
FLOOR PLAN AND EXTERIOR ELEVATIONS
PERMIT DRAWING SET**

0 1" 2"

FILENAME	P26.dwg
SCALE	1/4" = 1'-0"

SHEET
26

C:\working\0643570\26.dwg Plot: 2/21/2012 3:16:08 PM, Linize, Adobe PDF, 22x34, 1:1

